



ATLANTIC FISHERMAN

VOL. XIV

Registered U. S. Patent Office

OCTOBER, 1933

NO. 9

*Neither the Heat
of the
Tropics*

*Nor the Cold
of the
Arctic*

Weather Conditions *do not impair the* **Service of Columbian**

Because of the exclusive Columbian method of waterproofing, all Columbian *Tape-Marked* Rope gives its characteristic dependable service rain or shine, in the tropics or the frigid zone.

William Albert Robinson used it on the *Svaap* in his cruise around the world and it gave perfect service. Captain Bob Bartlett uses it exclusively on his trips to the arctic regions and it has never failed him.

Regardless of conditions, Columbian Rope remains flexible. In fact, it has been proved to be the most flexible rope on the market, regardless of how wet it becomes.

Since it excels in the very essential waterproofed feature and every foot of this high quality rope is guaranteed, Columbian is the rope that will retain your confidence.

Ask for Columbian in any port.

COLUMBIAN ROPE COMPANY

362-90 Genesee Street

Auburn, "The Cordage City" N. Y.

Branches: New York Chicago Boston New Orleans



COLUMBIAN TAPE MARKED PURE MANILA ROPE

MONEL METAL SHAFTS

help famous fisherman


...INSURE

AGAINST LAYUPS!

*Cap'n Morrissey equips
Trawler "Nimbus" with
Monel Metal Propeller
Shaft...and the Cap'n
knows his boats!*



The 40 foot trawler, "NIMBUS", built by Ralph C. Nelson of Rockport, Mass., for Capt. Clayton Morrissey. Power furnished by a 4-56 Gray driving through a 1½" Monel Metal shaft.

 Man and boy for most of his 59 years, Cap'n Clayton Morrissey of Rockport, Mass., has followed the sea. Master mariner at 21, one time skipper of the famous racing fishing schooner "Henry Ford" and present owner of the husky trawler, "Nimbus", he admittedly knows boats.

Not given overmuch to yarn spinning, Cap'n Morrissey lets his actions speak instead of words.

Here's the Nimbus... built by Ralph C. Nelson of Rockport. Look her over. You realize she is built for hard work. Her 4-56 Gray drives through a 1½" Monel Metal shaft.

The business of offshore fishing is no service in which to take chances on sprung shafts with consequent damage to bearings and packings.

Monel Metal shafts are strong... strong as steel. They are unaffected by rust or corrosion by sea water. They are tough, stiff, and dependable. They withstand jars and bangs that would helplessly distort shafts of

softer metal. These qualities, which make Monel Metal ideal for propeller shafts, also commend Monel Metal to the favor of boat owners for galley trim, fastenings and fittings. And to owners of fishing boats, as lining for fish storage bins.

Any boat builder can tell you all about Monel Metal for marine use. Talk things over with him!

THE INTERNATIONAL NICKEL COMPANY, INC.

67 WALL STREET, NEW YORK, N. Y.

MONEL METAL



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.



IF YOU WANT A ROPE THAT CAN "TAKE IT"—AND LIKE IT,
BUY



NEW BEDFORD CORDAGE CO.
ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK
MILLS, NEW BEDFORD, MASS.

BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.

WOLVERINE



Fishing Trawler
"OLYMPIA"
of Cape May, N. J.

**Positively Reliable, Simple
in Operation, and Cheap
in Maintenance—**

These are the features that appeal
to the fisherman and
The "WOLVERINE" has them all.

Write us for
Catalog No. 135 and Proposal

65 feet overall x 16 feet 6 inches beam x 7.5 feet deep
100 H. P. 4-cylinder 4 cycle

"WOLVERINE-DIESEL" Engine

Wolverine Motor Works, Inc.

No. 1 Union Avenue

Bridgeport, Conn.



Great Lakes to Maine

While P. C. Chamberlain, of the Gray Marine Motor Co., Detroit, Michigan, was spending his vacation in New England, he called at George Beals' place at Jonesport, Maine, for lobsters. On his return trip he favored the ATLANTIC FISHERMAN with a visit, during which we selected the above photographs of Great Lakes boats from his photographic album.

UPPER LEFT: Lake Erie trap net boat in fleet of Port Clinton Fish Co., Port Clinton, Ohio, 32 ft. x 13½ ft.

UPPER RIGHT: Leland, Michigan, fishing village.



LEFT CENTER: One of the first trap net boats on Lake Huron, owned by J. H. Howard, Harbor Beach, Michigan, 45 ft. x 13½ ft., fast V-bottom design.

RIGHT CENTER: Boat owned by Lay Bros. Fish Co., Sandusky, Ohio, 28 ft. x 11½ ft., with round bottom.

LOWER LEFT: The "Kingfisher", gill net tug with pilot house in stern, owned by C. C. Grosser, Frankfort, Michigan.

LOWER RIGHT: This picture of the famous "Irish", owned by Clarence Mertz of Rogers City, Michigan, shows the V-bottom design.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

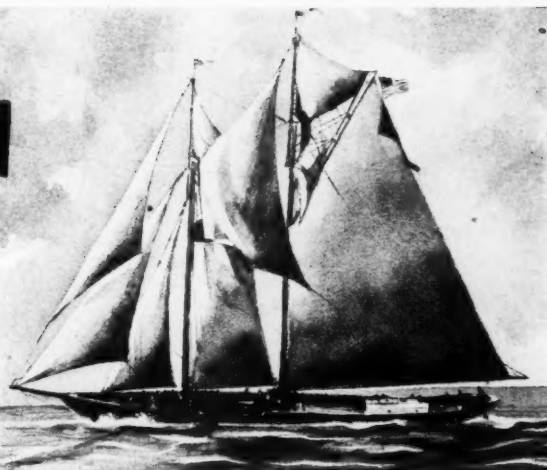
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, Publisher and Editor

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations.



VOL. XIV

OCTOBER 1933

NO. 9

National Code in Shape for Final Action

Fisheries Industry to Meet in Washington, October 19-22

WILLIAM Fellowes Morgan, Jr., President of the United States Fisheries Association announced on September 27th that the National Fisheries Code Committee representing a large group of Associations in the industry and acting under the sponsorship of this Association, had evolved, in cooperation with Federal authorities, a plan which will unify the industry and, at the same time, provide means for speedy consideration of the many local fisheries codes now on file in Washington. Mayo A. Shattuck, counsel for this Association, has concluded arrangements with the various Government Agencies; and the keystone of the national structure, the National Code of Fair Competition, is now in shape for final action. It has already been the subject of numerous conferences in Washington. In the meantime, the various "local codes" now on file are being held up pending their inclusion into the National Plan.

The National Code is designed to cover the entire industry, including every branch of production, processing and wholesaling. The plan as evolved, and approved by the Government, contemplates that each subdivision of the industry, represented by present Associations, whether geographical or functional, will subscribe to the National Code and program, and at the same time will formulate local rules and regulations or "sub-codes" to govern local problems. The real power is left in all cases to the local Associations.

A meeting of every branch of the industry is to be held at Washington on October 19, 20, 21 and 22. The date for the so-called "Informal Hearing" on the National Code, which is the next to last step to final adoption, is set for October 21st.

At these meetings the order of business will be:

Thursday, October 19th

Forenoon—10 A. M. Brief addresses: Secretary of Agriculture Wallace, R. H. Fiedler, Chief Fisheries Section A.A.A.

Presentation of National Code and plans of organization of industry, with open forum for questions. Mayo A. Shattuck, Counsel for the U.S.F.A., and for the Committees in charge of National Program.

Afternoon—2 P.M. Short address: L. T. Hopkinson, Fisheries Section A.A.A.

1. Vote upon adoption of National Code. 2. Presentation of detailed plans for reorganization of National Association, either under the name United States Fisheries Association or some other name, with open forum for discussion.—

Mayo A. Shattuck. 3. Election of Board of Directors of National Association. 4. Election of members of Central Code Committee.

Friday, October 20th

Morning—10 A.M. Short address: Walter White, Assistant Dep. Adm. N.R.A.

Morning and Afternoon. Caucus of delegates from all Associations in the industry under chairmanship of Mr. Shattuck, on preparation in uniform manner of "local rules and regulations" to be filed as part of the National Program.

Saturday, October 21st

This is the day set for the "Informal Hearing" upon the National Code before the various interested Government Agencies.

Sunday, October 22nd

Recreation and rest in forenoon. In afternoon a caucus of delegates from all Associations will meet with Mr. Shattuck to continue the work of preparing and correlating local codes or rules and regulations and of fixing a schedule of hearings with the Government where necessary.

Mr. Morgan says in his announcement: "This plan of procedure has been very carefully worked out. It gives the industry its big chance to get together and build the framework of cooperation. Don't be confused. This is not a meeting of the United States Fisheries Association. It is a meeting of the industry in cooperation with the Government. Invitations have been sent to every Association in the industry of which there is any available record in the Government files and in ours. Everyone in the industry should see that his Association sends a delegate or delegates. For this is also the chance of a lifetime for every local group and Association in the industry to get its own set of rules and regulations or sub-code into final and uniform condition for approval. Mr. Shattuck has been assured by the Government authorities that if the various groups will meet together and prove that they are truly representative and will work together, every effort will be made to clear the track in Washington and to provide ways and means for getting final action on local codes or rules and regulations. Needless to say, this will save hundreds of trips to Washington.

"You are urged, therefore, to send a representative or representatives who will be able to stay long enough to see that your sub-code or set of rules is properly drawn and approved or at least set down for definite hearing."

Fish Codes to be Administered by Sec'y of Agriculture

A. A. A. may have to be amended to permit Marketing Agreements

THE following review of the Code situation was written by the Washington correspondent of the ATLANTIC FISHERMAN on October 2, and has been submitted to an A.A.A. official who considers it a fair, unbiased presentation of the situation. It is a concise statement of what has happened from the beginning, and explains the present situation.—*Editor's Note.*

That the Agricultural Adjustment Act and the National Recovery Act represent the most revolutionary pieces of legislation in years is generally admitted. That the fishery industries hold an anomalous position among industries is beginning to be appreciated.

General Johnson has been thinking chiefly in terms of textiles, steel, automotive, coal and oil and other large employers of labor in his endeavors to shorten hours, raise wages and reduce unemployment.

The Administrators of A.A.A. are concerned primarily with increasing the purchasing power of the farmer by raising the prices of wheat, corn, cotton, tobacco and other farm crops to a parity with the industrial products the farmer buys.

Harvesters of the Waters

By the President's order of June 26, the administration of the fisheries under these acts, with the exception of hours and wages, was given to the Secretary of Agriculture. As a result the fishery industries lost the full benefits they might have gotten under the N.R.A., and in return may in the course of time derive some of the benefits accruing to the farmer when officials more fully appreciate the fact that the lot of the harvesters of the waters is analogous to that of the land farmers.

A clear understanding of the above facts is essential to an appreciation of the reasons for the chaotic situation which has confronted those from the fisheries seeking to comply with the provisions of these acts. In the following analysis, remember that this observer is not attempting to criticize but to analyze and thus help to clarify the situation.

With the passage of the N.R.A., individuals, corporations, local groups and associations (commodity and geographical), feverishly began the drafting of fisheries codes, and mailing them to Washington. Restless because of the lack of attention in official quarters, representatives of groups and associations began pilgrimages to the Capitol to secure action. The smaller groups with simple, local codes, easily prepared, outnumbered the others. And may I digress long enough to state that if you wanted consideration of your code you had to come to Washington and make the rounds of officials to get things moving, and you had to keep this up day after day.

Marketing Agreements

With the transfer of the fisheries to function under the Secretary of Agriculture, the chief thought of code writers was transferred to the possibility of marketing agreements with price fixing provisions. It now appears uncertain whether the fisheries can get marketing agreements without amending the A.A.A. This should be decided definitely once for all, and if added legislation is needed, steps should be taken to secure it.

Throughout July and most of August A.A.A. officials courteously received all who came, gave lavishly of their time in an effort to develop a satisfactory plan of procedure. One familiar with the complexity of the fisheries, as of agriculture, will readily understand why they could not succeed in so short a time. All the time pressure for action was increasing, the handling of fishery matters being given to first one individual and then to another.

In late August a fisheries division was created, composed of R. H. Fiedler from the Bureau of Fisheries, L. T. Hopkinson from the Tariff Commission, and R. S. Hollingshead from the Bureau of Foreign and Domestic Commerce.

Pause for a moment to review the long history of agricultural relief, the work of generations in attempting to solve the farm problem culminating with the passage of the A.A.A. A lifetime of work was essential to a full understanding of it by the men who had made this possible. Yet we find three men with fisheries training, but relatively without training in the field of agriculture, catapulted into the picture and expected to solve the problem in a few days. It now appears that it would have been better strategy to have headed up the Division with an agriculturist with a thorough background of the problems of agriculture, with the fisheries men as advisors.

The National Code

After little more than two weeks of long, arduous days, the fisheries division awoke to the need for a definite policy of procedure, a simplified plan of action which could be adhered to and put into effect quickly. In the meantime demands for action by small units with congressional backing had become difficult to withstand. The U. S. Fisheries Association code was brought into the foreground. Its sponsors took the aggressive, came to Washington, carried it personally from official to official, revised and rewrote it to more nearly comply with Governmental requirements, and finally secured official approval for it to be given the right of way over all subsidiary groups. The informal hearing on this perfected code is to be held on October 21, and the formal hearing a few days later.

This National Code, according to its sponsors, is to be broad in scope covering all classes of fishery products whether for food or other purposes, with stringent labor provisions, but general in character with respect to trade practices. It is intended to unify the industry, provide means for speedy consideration of subsidiary codes or rules and regulations. The powers of the Central Code Committee are to be limited, decentralized, giving the fullest possible powers of self-determination to commodity or functional groups.

With the approval of the National Code, it should be possible to put through greatly simplified codes or rules and regulations governing these subsidiary groups at a rapid rate. The success of the plan rests upon the amount of cohesion among the several units. In fairness it should be stated that there now appears more united effort and a spirit of tolerance never before shown by the varied groups. With continued cooperation it should be possible for those concerned to bring their plan to completion if left to work out their own program in their own way.

Must Comply with Both Acts

The fisheries industry must comply with the National Recovery Act and the Agricultural Adjustment Act; and it recently has been centering its efforts on obtaining approval of the National Fisheries Code of broad scope, and decentralized authority. The department officials are giving the consideration of this code right of way over other codes or marketing agreements, with the definite understanding that all subsidiary groups wishing to comply with the National Code may file rules and regulations covering their branch of the industry, or subsidiary codes, without the necessity for formal hearings for each branch of the industry. If this plan works, it will greatly simplify procedure and shorten the period within which time the various branches may know definitely how to proceed to function under the two Acts.

Any codes approved will be administered by the Secretary of Agriculture.

National Code Proposed for Entire Fisheries Industry

Subsidiary Codes for Local Associations and Sub-Divisions

IN the final draft of the Code of Fair Competition for the fisheries industry, the United States Fisheries Association is defined as the federation, National in scope, bearing that name and consisting of various National and functional Associations in the industry.

The term "industry" or "fisheries industry of the United States", means the catching or taking from the water, cultivation, processing and wholesale distribution of fish, and all other commercial products of aquatic life in both salt and fresh water, as carried on within continental United States, within the territory of Alaska, within the territory of Hawaii, or on United States vessels, whether or not the actual taking or processing of such products takes place entirely within the territorial waters of continental United States.

Administration

For the administration of this Code a Central Code Committee shall be selected each year by the United States Fisheries Association, with the approval of the Secretary of Agriculture. This Central Code Committee shall consist of nine (9) members, seven (7) of whom shall be chosen from among members of the said subsidiary groups or associations, whether or not members of the United States Fisheries Association; and two (2) of whom shall be chosen either from the industry at large, or at the option of said groups or associations, from entirely without the industry. This Central Code Committee shall constitute the National control authority for the industry, for the purpose of administering, supervising and promoting the performance of this Code, and within the powers herein expressly delegated to it, shall remain generally in charge of the administration of the provisions of this Code and of the various subsidiary codes or rules and regulations. The Secretary of Agriculture, or his duly authorized agent may attend any meetings of this Committee. The said Central Code Committee shall have as of its own right no powers other than those specifically granted to it by the provisions of this Code and of the various subsidiary codes or rules and regulations or by the Administrator of the N. R. A., or the Secretary of Agriculture and, in particular, the Central Code Committee shall not report upon any alleged violations of the terms of this Code to the United States Government nor request the invocation against any person of the licensing power or any other sanction under said Acts unless and until the person concerned shall have been given an opportunity to be heard either before it or before the Executive Committee in charge of the subsidiary code or the rules and regulations by which the alleged violator is bound. The Central Code Committee, and its successors in office, shall, however, cooperate with the Government of the United States as a planning and fair practice agency for the fisheries industry.

Seven Days' Notice

All of the provisions of this section of the Code are made expressly subject to this condition, viz.: that the Central Code Committee shall give seven days' notice in writing to the Executive Committee of any group or association, which shall have requested of the Central Committee that all such notices be given to them, of each and every recommendation proposed by the Central Code Committee for filing with the Administrator of the N. R. A. or the Secretary of Agriculture, and similar notice of any other action or request proposed by the Central Code Committee to be taken or made which shall require approval by the Administrator of the N. R. A. or the Secretary of Agriculture. Each Executive Committee shall have the right, as a party in interest, to be heard in opposition to any such recommendation or request or action in any proceeding relating thereto and before any agency or authority to which such recommendation may be referred.

Executive Committees of Subsidiary Groups

Any group or association within the industry which shall subscribe to this Code, and become a party to it, or which by operation of law shall become subject to the jurisdiction of this Code may:

1. Prepare and adopt, with the approval of the Administrator of the N. R. A. or the Secretary of Agriculture, or both, rules and regulations governing the administration of this Code within the subdivision of the industry represented by said group or association.

2. Establish, subject to the approval of the Secretary of Agriculture, marketing agreements or agencies designed to operate and apply in the subdivision of the industry represented by said group or association, and

3. Appoint an Executive Committee, with whatever powers of police and discipline shall to said group seem wise.

Hours of Labor

Among the exceptions to the labor provisions are, under hours of labor:

1. The actual bona fide operation of boats or vessels in going to cultivate, catch or load fishery products, the cultivation, catching or loading into the boat or vessel of fishery products, and the returning again to shore, including unloading and packing for shipment where unloading and packing for shipment is performed by the crew of the vessel as an integral part of the "trip operation" as contrasted with any typical "shore operation".

2. Employees engaged in the driving, placement, maintenance or repair of traps, pound nets or other fixed fishing appliances, including those engaged in the operation of vessels, pile drivers or other marine equipment assisting in the performance of such work and going to or returning from the same.

Wages

As regards wages, the prescribed rates of wages shall not apply to the actual bona fide operation of boats or vessels in going to cultivate, catch or load fishery products, the cultivation, catching or loading into the boat or vessel of fishery products, and the returning again to shore, including unloading and packing for shipment where unloading and packing for shipment is performed by the crew of the vessel as an integral part of the "trip operation" as contrasted with any typical "shore operation", provided however, that this exception to the above prescribed rates of wages shall apply only to those persons who are employed upon a "lay" or similar basis.

Rules Regulating "Lay"

On request of any party to a "lay" or other profit sharing agreement, the terms of said agreement shall be reduced to writing and shall be subscribed to by all parties to said agreement; and all records of the primary payment for the catch and of expenses shared jointly under any such agreement, including deductions from the gross stock shall be kept available and in the hands of some party to said agreement, who shall be mutually agreed upon, and shall be exhibited by said party, upon request, to any other party to said agreement.

Tariff Provisions

The tariff provisions provide that any of the several Executive Committees of the various subdivisions of the industry may inform the Administrator of the N. R. A. or the Secretary of Agriculture of facts concerning the importation of competitive products into the United States in substantial quantities or increasing ratio to domestic production on such terms or under such conditions as to render ineffective or seriously endanger the maintenance of this Code or the rules and regulations or subsidiary codes, or the effectiveness of the said Acts, and shall in such case urge proper action for the purpose of correcting such condition.

Massachusetts Fisheries Association Sponsors Three Day Outing for Food Editors

THE Massachusetts Fisheries Association, E. H. Cooley, Manager, acted as host on September 11, 12 and 13 to a group of writers of magazine and newspaper articles on food products and problems.

The first day was spent in Gloucester where about 30 people visited the Gorton-Pew Fisheries Co. plants.

Arriving at 10:30 A.M., the Gorton-Pew officials in charge took the group through the canning factory where Sherman McLoud gave them an explanation of the processes used in preparing the fish for delivery to the consumer. After this they went to the Company's laboratory where the experiments being carried on were explained by Raymond Allen.

At noon a lobster dinner was served in the Company's sail loft, at which Lawrence T. Hopkinson, Fisheries Expert of the U. S. Tariff Commission, and Oscar A. Juve, Chief of the Agricultural Division of the U. S. Tariff Commission, spoke.

In the afternoon the gathering was taken for a short trip on the *Catherine Burke*, in command of Edward L. Rowe, Superintendent of the machine shop.

On Tuesday, the 12th, nearly 100 writers, Government officials and executives of the fishing trade of Boston boarded the *Holy Cross* and *Hekla*, at the Fish Pier, and were taken out to the off-shore fishing grounds to witness methods of producing fish for the commercial market.

The last day was devoted to an inspection of the filleting, freezing and modern handling facilities of the Boston Fish Pier; methods of packing, and the dispatching of the evening fish train.

Fisheries Exhibit at Springfield Fair

The fisheries exhibit in the Massachusetts State Building at the Eastern States' Exposition in Springfield, Mass., proved one of the most interesting feature exhibits of the Exposition.

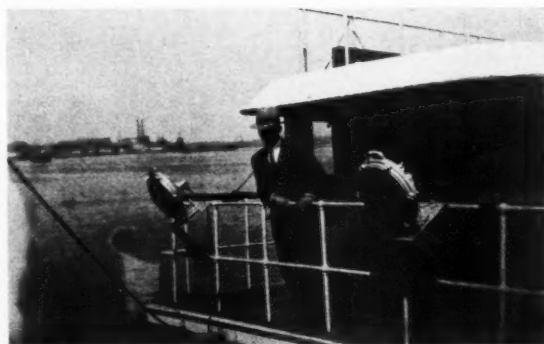
Captains Val O'Neil and Benjamin Bishop of the Fishing Masters' Association were in constant attendance during the week, explaining to the thousands of visitors the methods of catching different varieties, preparing them for the table, and the importance to the family's health of eating more fish.

The booth was attractively arranged by the Massachusetts Agricultural Department, and the different varieties of fish and seafood produced in Massachusetts were well displayed, so as to give the public a real opportunity to become acquainted with seafood products.

Attractive folders, showing the different methods of preparing seafood for the table were distributed by Capt. O'Neil, Manager of the Fishing Masters' Association, through the courtesy of the Massachusetts Fisheries Association.



Capt. Bill Landry, port captain of A. L. Parker's fleet of Boston, on the schooner "Isabelle Parker". This schooner has recently been equipped with a new 180 h.p. Cooper-Bessemer engine, Hyde propeller, and is Vacuum lubricated.



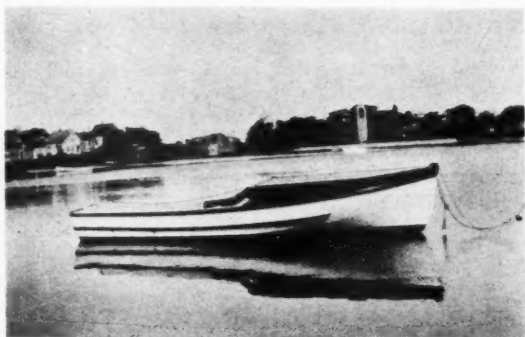
Capt. Magnus Magnusson of Boston, on the bridge of his trawler "Hekla".

Vessels Drydocked

During the month of September the following fishing vessels were on drydock, at the Atlantic Works: *Ripple*, *Ocean*, *Venus*, *Penguin*, *Trimount* and *Brant*. At Green's were the *Princeton*, *Mary W.*, *Joffre*, *Mary P. Goulart*, *Chas. S. Ashley*, *Patrick J. O'Hara* and *Gossoon*.

Boston Fish Pier Landings for September

<i>Alpar</i>	90,500	<i>J. M. Marshall</i>	90,700
<i>Alvan T. Fuller</i>	43,500	<i>Joffre</i>	144,300
<i>Amberst</i>	157,000	<i>Katherine F. Saunders</i>	76,000
<i>Andover</i>	37,000	<i>Kingfisher</i>	241,000
<i>Arthur D. Story</i>	77,000	<i>Lark</i>	309,500
<i>Billow</i>	302,000	<i>Laura Goulart</i>	141,000
<i>Boston</i>	96,500	<i>Leonora C.</i>	50,000
<i>Boston College</i>	255,200	<i>Leretha</i>	98,900
<i>Brant</i>	149,200	<i>Maine</i>	200,800
<i>Brookline</i>	262,400	<i>Mao 4</i>	10,000
<i>Cambridge</i>	245,700	<i>Marjorie Parker</i>	111,800
<i>Cape Ann</i>	67,000	<i>Mary A.</i>	21,600
<i>Catherine</i>	23,000	<i>Mary & Julia</i>	103,500
<i>Catherine Burke</i>	45,000	<i>Mary de Costa</i>	88,500
<i>Chas. S. Ashley</i>	17,500	<i>Mary E. O'Hara</i>	208,000
<i>Coot</i>	135,400	<i>Mary P. Goulart</i>	139,300
<i>Corinthian</i>	249,500	<i>Milton</i>	52,500
<i>Cormorant</i>	296,000	<i>Newton</i>	271,700
<i>Cornell</i>	138,800	<i>Notre Dame</i>	331,200
<i>Dartmouth</i>	406,000	<i>Penguin</i>	312,400
<i>Dawn</i>	140,500	<i>Phillip P. Manta</i>	43,000
<i>Dorchester</i>	305,000	<i>Pollyanna</i>	24,000
<i>Ebb</i>	324,500	<i>Quincy</i>	329,300
<i>Edith C. Rose</i>	221,500	<i>Rainbow</i>	148,000
<i>Elk</i>	44,000	<i>Rhodora</i>	104,500
<i>Ellen T. Marshall</i>	103,500	<i>Ripple</i>	219,000
<i>Ethel B. Penney</i>	34,000	<i>Rita B.</i>	56,500
<i>Evelina M. Goulart</i>	106,900	<i>Ruth & Margaret</i>	136,400
<i>Exeter</i>	108,700	<i>Ruth Lucille</i>	81,000
<i>Fabia</i>	203,000	<i>Sadie M. Numan</i>	75,700
<i>Flow</i>	542,500	<i>Saturn</i>	388,000
<i>Foam</i>	426,500	<i>Sea</i>	289,500
<i>Fordham</i>	305,000	<i>Shamrock</i>	121,000
<i>Frances C. Denehy</i>	138,500	<i>Shawmut</i>	366,200
<i>Georgetown</i>	197,500	<i>Spray</i>	248,500
<i>Geraldine & Phyllis</i>	77,000	<i>Tide</i>	196,500
<i>Gertrude de Costa</i>	137,200	<i>Vagabond</i>	111,100
<i>Gertrude Parker</i>	144,500	<i>Vandal</i>	117,600
<i>Gossoon</i>	175,500	<i>Venture II</i>	179,500
<i>Harvard</i>	196,500	<i>Waltham II</i>	46,000
<i>Hekla</i>	200,100	<i>Wanderer</i>	317,000
<i>Helen M.</i>	91,600	<i>Wave</i>	193,000
<i>Henrietta</i>	71,700	<i>Whitecap</i>	358,000
<i>Hesperus</i>	65,300	<i>Wild Goose</i>	215,300
<i>Holy Cross</i>	321,000	<i>Wm. J. O'Brien</i>	279,500
<i>Illinois</i>	317,500	<i>Wm. L. Putnam</i>	162,000
<i>Imperator</i>	84,500	<i>Winthrop</i>	334,500
<i>Ingomar</i>	56,500	<i>Yankee</i>	89,700
<i>Isabelle Parker</i>	146,000		



A lobster boat recently completed by O. R. Hilton, of Woods Hole, Mass., equipped with a Hyde propeller and Hathaway stuffing box and stern bearing.



Fishing boat built by Daniel J. Moore, of Pocasset, for Gardner Warr, of Wareham, Mass. She is powered with a 36 h.p. Red Wing motor.

Big Day at Fish Pier

Monday, September 25, was a big day for arrivals of fish at both Boston and Gloucester. Fifty-five vessels crowded every bit of docking space at the Boston Fish Pier with groundfish and mackerel and one trip of swordfish. It was the largest fleet that has made port in any one day this Summer.

Total receipts were over 700,000 pounds of groundfish, 445,000 pounds of mixed fish, 308,000 pounds of mackerel and 53 swordfish. Groundfish prices opened up fairly good, and swordfish sold for 22 cents.

Three Important Lightships Not to be Discontinued

Frank S. Davis, Manager of the Maritime Association, has been notified by the headquarters office of the Bureau of Lightships, Department of Commerce, Washington, that Stone Horse Lightship, Brenton Reef Lightship and Fire Island Lightship will not be discontinued as a part of the general economy program.

There had been some apprehension on the part of local shipping interests that these three important aids might be dropped, and this assurance from Washington that they will be continued was received with much satisfaction in local maritime circles.

Maritime Association Elects New Members

Paul E. Thurlow of the Cape Cod Steamship Company; H. J. W. Fay of Submarine Signal Company; and George H. Brown, Boston, were elected members of the Maritime Association of the Boston Chamber of Commerce, by the Governing Board at its meeting Tuesday, September 12.

Elected Director American Assoc. of Port Authorities

Billings Wilson, Assistant Manager of the Port of New York Authority was elected President, and Frank S. Davis, member of the Boston Port Authority and Manager of the Maritime Association, was elected a Director of the American Association of Port Authorities at the annual convention of

that organization held at Toronto, Sept. 4-8 inclusive. Next year's Convention will be held in New York City.

Capt. Cole on "Frances C. Denehy"

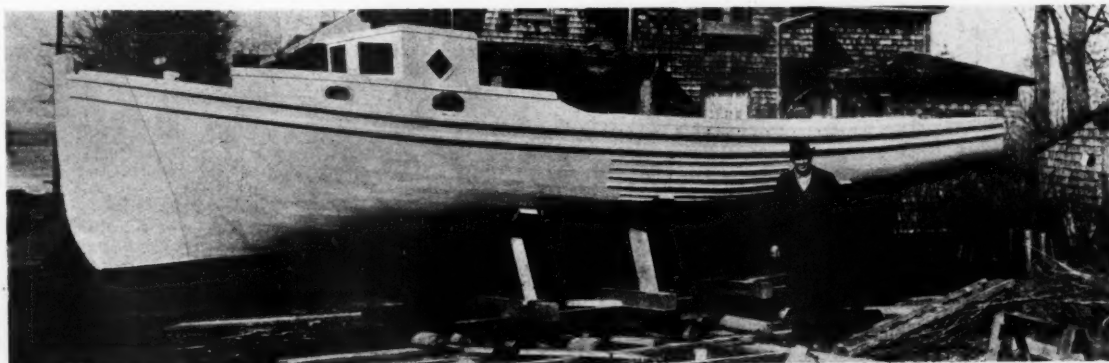
Capt. Nick Cole, well-known skipper of the Boston fleet has taken command of the *Frances C. Denehy*, and has come in with capacity trips. The *Denehy* was the first of the Boston fleet to float the emblem of the "Buy American Club".

American Crab Meat Co.

The American Crab Meat Co. of T Wharf, Boston, under the owner-management of S. J. and J. Fazio, are having splendid success with their recently installed Z process of quick freezing. They operate several fishing boats of their own, which assures them of a steady supply of fresh crab meat daily. The plant is noticeable for its fine arrangement for handling the work, and also for its cleanliness. Crabs are taken from boats, conveyed to large boilers and boiled for 20 minutes. From the boilers they are put into a cooler nearby until girl pickers take them into the picker room as needed. After the meat is picked and sorted, it is weighed and packaged in a waxed wrapper, which is sealed with parchment paper, then placed in trays and put in the Z cabinet for quick freezing for 35 minutes at a temperature of from 3 to 5 below zero. One hundred and twenty-five pounds are frozen at a time.

Rowland's Marine Products Co.

Rowland's Marine Products Co., located on Northern Ave., Boston, and headed by Dr. Floyd Rowland of the Department of Chemical Engineering of the Massachusetts Institute of Technology, recently installed machinery for the manufacturing and handling of cod liver oil and halibut oil. The latest machinery for this work has been installed, and Dr. Rowland, who has been doing research work for over two years in the fishing industry, feels that the process, originated by him, produces the finest quality products possible.



Nova Scotia type fishing boat built by J. R. Harlow of Plymouth, Mass. She is 35 ft. x 9 and is equipped with Monel Metal shaft, Hyde propeller, Edison steering gear, Hathaway stuffing box and stern bearing. Mr. Harlow is shown standing beside the boat.

Lubricants

Physical Properties and Methods Used in Measuring Them

By James Greig

IT is of the utmost importance that pure mineral oil, made from the highest grade crudes, highly refined and specially treated be used for the successful lubrication of the Diesel engine. Even then considerable care must be exercised in the choice of an oil, as certain crudes are more suitable than others. Physical specifications do not furnish a sure indication of an oil's suitability, as serious trouble and major breakdowns are possible from using oils produced from unsuitable crudes or those improperly refined. The engine manufacturer's recommendation and the engineer's experience are really the deciding factors as to the proper oil for a particular engine. As there are numerous important features and characteristics regarding oils, some of benefit to the engineer, others pertaining to the refiner, it may be advisable to list a few of them here.

Mineral oils are secured from a mineral source and consist of two elements—hydrogen and carbon. As these elements have no affinity for oxygen, these oils maintain their original qualities for a long period in actual operation. In the refining process of distilling and condensing they do not suffer decomposition of their individual components.

As crude petroleum is secured from the earth, all lubricating oils made from it are called mineral lubricating oils.

Crude oil in its original state is a mixture of various chemical compounds called hydrocarbons. Also contained in the crude are small quantities of sulphur, nitrogen, oxygen, etc., in chemical combination with the hydrocarbons. Mud, water and sand are held in suspension and accompany the crude oil as it is being pumped from the well—most of these heavier impurities are settled out of the crude in tanks by gravity, the resultant mixture being heavy or light in body according to the composition of the hydrocarbons. There are a great many distinct compounds of hydrocarbons but all are composed of the same two elements—differing in the number of atoms of hydrogen and carbon which they contain and the manner in which the atoms are joined together to form the molecule.

The most familiar of the hydrocarbon combination series are Paraffine, Olefine, Naphthene and Benzene.

Chemical formulae designate each of these series of hydrocarbons and determine to a great extent to what use a particular oil may be employed. In the paraffine series, the molecule in made up of two more than twice as many hydrogen atoms as of carbon atoms, and as each molecule is complete and does not absorb oxygen, etc., this fact makes it desirable as lubricating oil, where the oil is used over and over again, as in the circulating system of the Diesel engine. In the various series mentioned above, all have their peculiarities from which their suitability and practical use as a commercial product may be determined. The process of refining is to separate the various hydrocarbons into definite classes of commercial products.

As the hydrocarbons have different boiling points, the simplest way of effecting this separation would be to evaporate the crude petroleum and condense the vapors into different reservoirs. That portion of the crude with the lowest boiling point would be driven off first, then the compound with the next higher boiling point, and so on, until all were evaporated. This seems simple enough if it were not for the fact that some of the heavier compounds would be driven off with the lighter and some of the lighter remain in the still, so that the commercial product would be a mixture of many hydrocarbons unfit for use.

In the past, two distinct methods of distilling petroleum and separating it into use as a commercial product were employed. In the **first method** a still is filled with crude oil and heat regulated so the oil is completely evaporated, leaving

only coke in the still. As the various products of distillation are being driven off the vapors are passed through a series of condensers, the temperature in each being lower than the preceding one. Products with the highest boiling point are condensed first, and as lower temperatures are reached in the progress of the vapor through the condensers, hydrocarbons with the lower boiling points are condensed. These products are redistilled until they are fit for their particular use as a commercial product.

The **second method** consists of pumping the crude through a series of stills in which the oil is heated to a higher temperature than in the previous one. The vapor is evaporated at a low temperature in the first still and condensed, the next still is kept at a higher temperature and the vapor of a higher boiling point is collected, and so on until as many grades as desired are collected.

Of late, new systems, improvements, etc., have been applied successfully in the refining of oils. The outstanding instance is that in which Sulphur Dioxide is employed to dissolve unsaturated hydrocarbons.

Those hydrocarbons rich in lubricating qualities being insoluble are not affected. These products are known as distillates and it is further necessary to redistill them until a narrow range in boiling point has been reached. For lubricating oils, it is necessary to specially treat and refine the distillate for the particular service it is intended. They are first separated into oils of various viscosities; namely, light, medium, heavy and extra heavy.

Referring to the original methods used in refining, treating the oils with acid to remove undesirable compounds is employed. The oil is then washed with water and neutralized with caustic soda and again washed to remove alkali. Filtration is beneficial in that it removes compounds that might possibly cause emulsions or excessive carbon deposits.

Before selecting an oil for a particular engine, it is well to understand the physical properties of the various lubricants and their action under operating conditions. It is also necessary to understand the methods used in measuring the various properties of lubricating oils, so that by frequent checking, the quality and uniformity of the oils may be known.

Specific Gravity. The specific gravity of a substance is the ratio of its weight to that of an equal volume of water, at the same temperature.

Baumé Gravity is an arbitrary scale used in the petroleum industry to indicate the relative gravity of petroleum products. There are two Baumé scales in use in the United States.

- (1) By the U. S. Bureau of Standards.

$$\text{Specific gravity} = \frac{140}{130 + \text{Bé gravity}}$$

- (2) By the American Petroleum Institute or A. P. I. gravity.

$$\text{Specific gravity} = \frac{141.5}{131.5 + \text{Bé gravity}}$$

Measurement of Baumé gravity is done by a hydrometer calibrated to read in the Baumé (Bé) scale. As this hydrometer measures the gravity at the temperature of the oil, correction must be made to the equivalent gravity at some standard temperature—usually 60° Fah. For lubricating oils the correction to 60° Fah. is done by adding to the observed reading when the temperature is below 60° Fah. and subtracting when the temperature is above 60° Fah.; i.e. 1° Bé for each 20° Fah. The only help to the engineer insofar as gravity is concerned is to designate the source from which the oil was made and its probable qualities suitable or unsuitable for his particular use.

Lubricating oils having a Bé gravity of 25° to 31° are made from paraffine base crudes. Those with a Bé of 18° to 22° are made from naphthene or asphaltic base crudes. Those having gravities from 22° to 25° may be Mid Continent or blends of asphaltic and paraffine oils. Specific gravity is also of assistance in checking the quantity purchased or in measuring the volume, on account of the temperature changes.

Boiling Point. As the temperature of a liquid is increased, its vapor pressure becomes greater and when a temperature is reached at which the vapor pressure equals the pressure of the liquid, it boils. This relationship between boiling point and vapor pressure is utilized to measure the vapor pressure of liquids. The rate of evaporation of any oil under pressure and temperature depends upon the vapor pressure of the various hydrocarbons of which it is composed. To the engineer the rate of evaporation is important in that it means more or less make-up oil has to be added to the system. It also is of importance in the fact that a suitable oil is used, which will leave a minimum of carbon deposits.

It is not possible to compare the vapor pressures of two oils at any temperature and state what their actual rate of evaporation will be at that or any other temperature. The only practical way to compare two oils, as far as evaporation is concerned, is to test them in the engine under identical conditions of operation.

Flash Test. This test was originally developed for the purpose of determining the fire hazard involved in the storage and shipping of oils. In recent years this test has been used to indicate the relative rate of evaporation of lubricating oils. These tests have been conducted under conditions altogether remote from the actual operating conditions found in the Diesel engine and have little value in determining the suitability of the lubricating quality of an oil. To the engineer the flash point simply indicates the temperature at which an oil gives off vapors, so that they form an inflammable mixture with the air. The refiner uses the flash and fire tests to determine the uniform grade of his product and in conformity with other tests he is enabled to judge their origin.

Carbon Residue Test. A quantity of oil is heated until all vapor has been driven off and only solid carbon left. The weight of carbon divided by the original weight of the oil is the percent of carbon residue. Usually, oils made from paraffine crudes have a higher carbon residue than oils made from naphthene or asphaltic crudes. The residue from paraffine is hard while that from naphthene or asphaltic crudes is soft. It will also be found that oils of low viscosity have less carbon residue than those with higher viscosity.

The carbon residue allowed by the United States Government is as follows: Extra light, 0.10; Light, 0.20; Medium, 0.45; Heavy, 0.55; Extra Heavy, 0.70.

Specific Heat is the number of B-T-U's required to raise 1 lb. of oil 1° Fah. Approximately, the specific heat of oil is about half of that of water. It will carry away half as much heat from a bearing as water, and has half the cooling effect. The specific heat of oil is useful in calculating the size of cooler necessary in a circulating system.

Viscosity. It is quite well known that some oils flow more quickly than others. Also that if rubbed between the fingers there is a difference in feel. One oil will rub out quicker than another. To change the shape of any body, force must be applied. In the case of pouring oil, gravity is the force and in the case of rubbing oil between the fingers, pressure is the force exerted. Similarly the oil in a bearing has the weight of the shaft plus the pressure acting on it. Oils having the greatest internal resistance move slowly; i.e., flow out of a can slowly and resist any change in position and are less easily squeezed from between bearing surfaces. This resistance in a fluid to a change in its shape is called viscosity. It is this property that keeps bearing surfaces apart and prevents metal to metal contact. The viscosity of an oil has considerable influence on the temperature at which a bearing will run. There are numerous units of viscosity, some of which are named after the type of instrument by which they are measured. One of the most generally used instruments in this country is the Saybolt Viscosimeter. It consists of a cup with a tubular outlet at the bottom. The viscosity test is made by filling the cup with oil, withdrawing the stopper and measuring the time in seconds required for 60 c.c. of the oil to flow out.

Pour Test. This is the lowest temperature at which an oil will flow, if chilled, without agitation.

Color Test. This is of assistance in determining whether or not the oil is uniform in quality.



The "Dacia", owned by Capt. Guiseppe Strescino, of Gloucester, Mass. She is powered with two 45 h.p. Fairbanks-Morse engines, and is equipped with Hyde propellers and Exide batteries.

Gloucester

Draggers Start South "Thebaud" returning from Fair

By E. A. Goodick

THE first of the local draggers to get underway for Norfolk, Va., and the Southern scup and sea bass fisheries was the boat *Hoop-La*, Capt. Joe Cotone, which left the Fort on September 18. Capt. Vito Lucretio, and his crew in the *Salvatore* took their leave on the 18th also, leaving at night.

The mackerel seiner *St. Theresa*, Capt. Phil Fileto, left on September 24 for Norfolk, Va., for the dragging season. The *Hoop-La* and *Salvatore*, formed the advance guard of the local Southern fleet which by the first of the year should number close to 100 boats.

Capt. John A. Dahlmar sailed for Norfolk on September 28 in his boat the *Superior*, to engage in dragging for sea bass and scup. The *Alice and Mildred*, Capt. Ambrose Fleet was expected to leave for the South early this month.

Other vessels that are being changed over for dragging in the South are the *Jorgina Silveira*, Capt. Manuel Silveira; the *Portugal*, Capt. Albino Pereira; the *A. Piatt Andrew*, Capt. Joe Goulart; the *Santa Maria*, Capt. Peter Mercurio, and the *Grace F.*, Capt. Frank Favalora.

"Thebaud" Leaves Chicago for Home Port

Word was received on October 2 that the *Gertrude L. Thebaud* was to leave Chicago on the 3rd for her home port to fit out for haddocking under command of Capt. Jimmy Abbott.

Rotary System Abolished

The rotary system of sailing for the present year in the mackerel seining industry has been done away with. This system has been in effect since July 21, but at a meeting of the skippers and owners on September 30, it was decided that since the dark nights are gone and this month will finish the season anyway there was no need to hold the boats in port, and all were released.

However, each boat upon landing a trip must remain in port for 24 hours, after which it is free to go where it chooses.

Another change in the agreement is that the maximum catch per trip for all boats regardless of number of men in the crew will be 20,000 pounds, instead of the 10,000 pounds per boat and additional 1,000 pounds per man.

Protest Closing of Fish Hatchery

The announcement on September 29 that the U. S. Fish Hatchery, the largest and most important salt water hatchery

station on the Atlantic coast, was to be closed after October 31, has created a great deal of protest in Gloucester, and efforts are underway to induce Commissioner Frank T. Bell of the Bureau of Fisheries to reconsider the closing of the hatchery in the interests of the fishermen of the North Atlantic.

The Government claims that there is no way in which to tell whether or not the eggs released by the hatcheries are productive and that there is just as much reason to believe that the eggs are of no value to the increasing of the yield as there is reason to believe that they are of value. However, for the past 46 years the local station has been working toward the betterment of the yield, has improved its fish culture with the years and though the nature of the work forbids proof, it would almost seem self-evident that good results must be obtained. It is certain at least that fishing within a radius of 30 miles of Cape Ann has been very good as the years have passed, and naturally the fish hatcheries take some measure of credit for this work.

The annual yield during the early days of the station was not great, but 20 years ago, when the first gill netters arrived from the Great Lakes, their spawn supply reached the proportions where the work of the station became most impressive until at its best years the yield has been as high as two billion fish. The hatchings are taken about two or three miles outside the breakwater if the wind is offshore and are released, but if the wind is favorable, they are released nearer port.

On the Ways During September

During the month of September the following fishing vessels were on Parkhurst's Marine Railways: *Marjorie Parker*, *Hope Leslie*, *Olivia Brown* and *Pollyanna*, for painting; *Col. Lindbergh* for overhauling, and *Emma Marie*, *Thos. S. Gorton*, *Fannie F. Hickey* and *Restless*, for repairs.

On Rocky Neck Railways were the *Catherine* and *Serafina N.* for repairs and the *Yankee* and *Lois H. Corkum*, for overhauling.

Schooner "Thomaston" Sinks Off Scituate

The 60-foot swordfishing auxiliary schooner *Thomaston*, Capt. David Pino, sprung a leak while 20 miles within sight of land near Scituate on September 22, and despite the efforts of her skipper and crew of five to save her, she sank within two hours.

The crew rowed ashore with their clothing in two dories, landing on Humarock beach at 3 o'clock in the morning, where they waited until daylight before seeking aid from the Coast Guard station.

The *Thomaston* was owned by the United Sail Loft Co., and others, and was built at Thomaston, Maine, in 1916.

Mariners Confer with Coast Guard

The Master Mariners were invited to attend a conference with officials of the Coast Guard on October 4, for the purpose of discussing the present distress communications observed by the Coast Guard service in rendering aid to the fishermen of the North Atlantic.

Among the subjects to come before the conference is a reference to the reduction of Coast Guard ships in this area, and the necessity for more rigid cooperation with the service when on rescue duty, in having other boats than the one in distress, to maintain silence and suppression of unnecessary transmission of messages, and to hasten all information upon the trouble in the distressed craft, that action officers may not be delayed in their humanitarian work.

Coast Guard Base Will Not be Removed

Congressman A. Piatt Andrew, in conversation with Admiral Harry G. Hamlet, commandant of the Coast Guard, was assured that Base Seven, U. S. Coast Guard would remain here indefinitely. It had previously been reported that the base would be moved to Salem, and it is a great relief to Gloucester fishermen as well as others, to know that the Station is to be continued here. However, it is believed that the aviation base at Ten Pound Island will be abandoned just as soon as a hangar is erected at Winter Island or Fort Pickering, Salem, where present plans call for five Coast Guard seaplanes and a complement of 30 enlisted men and five pilots to operate a station scheduled to serve the North Atlantic seaboard.

Virginia

Oyster Season

Off to Best Start in Years

By Sandusky Curtis

THE oyster season has started in an auspicious manner. There are more than 1,000 shuckers at work in Norfolk alone and larger numbers are expected to be put to work. An inspection of the field by W. H. Gary, inspector, reveals that conditions are fine. Mr. Gary said: "The oyster season is off to the best start in the last several years. The oysters are delicious to eat, better than for some time. I have found that the plants have received large orders and are hastening to fill them."

Full impetus to the season followed the opening of the public rocks in the James River October 1. This permitted a large number of tongers to get in their work. This will increase the number of oysters available. Fifty boats are being used.

Fishermen Approve Marketing Agreement

Under the leadership of C. L. Todd, of Buckroe, President of the Virginia Fishermen's Association, the fishermen of Mathews and other Virginia Counties are joining with North Carolina, Maryland and other states in an effort to have a marketing agreement incorporated in the Master Seafood Code, which will fix a minimum price on fish, representing the cost of production plus a fair profit. After painstaking investigation the Virginia Association has concluded that fishermen in this section cannot hope to continue in business unless they are assured of the following minimum prices for their product: Shad—10c per lb. for bucks; 20c per lb. for roes. Croakers—1½ cents to 2½ cents per pound. Trout—4c, 8c and 10c, according to size. Pan Trout—2c per pound. Fluke—4c and 8c per pound. Butter Fish—3c and 7c per pound. Rock—6c, 10c and 12c per pound. Spot—2c and 5c per pound. Blue Fish—3c, 6c and 12c per pound.

The Virginia agreement stipulates a minimum wage of \$12.00 a week. The agreement provides that in case of a glutted market the code control administrator appointed by the Department of Agriculture under which the fishing industry has been classified, shall decide how many fish shall be taken from the nets on any day—thus controlling supply and demand and protecting all fishermen against a drop in prices, due to overproduction. The agreement also provides that all fishermen keep an accurate cost and accounting system and that their books shall be open to inspection by the Department of Agriculture.

Preparing for Arrival of Northern Trawlers

Arrival of trawlers from Northern ports soon will herald the beginning of the Fall and Winter fishing season in the Chesapeake Bay area. The sturdy Gloucestermen and the boats from New Bedford are expected to join the limited number of Virginia boats in taking advantage of the fishing grounds off the Capes that have been giving such sensational yields for the last few years.

Along the waterfronts in Norfolk, Portsmouth, Hampton and Phoebus preparations are in progress for the arrival of the boats. The fishing season off shore is looked forward to by the seafaring fishermen.

Fishermen Aided in Every Way to Recover from Storms

Aided in every possible way by local, State and Federal relief agencies, Mathews County fishermen and those living in adjoining counties of the Tidewater Virginia seafood area are fighting valiantly to recover from the destructive storms of August 23 and Sept. 16. The damage and destruction to fishing equipment was appalling and the characteristic courage of the stout-hearted fishermen is being taxed to the limit as they tackle the hardest problem of their lives—that of salvaging enough equipment from the mess of wreckage, to set a few pounds in the Spring. Taxed already to the limit of their resources and credit by several lean years, few fishermen will

set the usual number of pounds here in the Spring and some will be unable to fish at all unless financial aid and expanded credit is arranged.

All wharves used as steamboat landings and for the shipment of seafood were carried away. Fishing boats, pound poles and nets were swept far inland and left high and dry in the fields. Many boats were wrecked. All nets in the bay were lost. Several fishermen had pockets in which they were saving their daily catches of croakers, awaiting a more favorable market. These were lost—a total of more than 3,000 bushels of fish.

The second storm of Sept. 16, while similar in many respects to the first was less severe. High tides covered an area almost as great as in the first storm but the rise and fall was more gradual and less damage was done.

make the necessary investigations and present the applications.

Would Increase North Carolina's Oyster Production

R. Bruce Etheridge, new Director of Conservation and Development for North Carolina, states that a project to increase the production of oysters is vital and necessary to the State. Funds are now available through the Federal public works administration, and 30 percent of the necessary funds will be given to the State as a gift, while the balance will be loaned to the State at four percent interest.

The State's output of oysters in average years is around 500,000 bushels which come from some 12,000 acres of sound and river bottoms. This production could be increased tenfold, for there are 1,175,000 acres of bottoms in the State that are suitable for cultivation.



Photos showing damage done in Mathews County, Virginia, by the storms of August 23 and September 16. UPPER LEFT: All that was left of the home of Capt. R. A. West on New Point Beach. UPPER RIGHT: One of Horn Harbor beacons landed on the beach at Sandbank. In the background is the "Mary Ann", one of the fastest fish boats on the Chesapeake, with her side stove in against the pine trees. LOWER LEFT: Sandbank Wharf, an important seafood shipping point—totally demolished. LOWER RIGHT: Pound poles washed up on the beach. The wreck of a small boat can be seen beside the man. Photos by Paul Titlow.

Relief Agencies Start Work at Once

The American Red Cross, first relief agency to begin operations in the field, began distributing food and clothing to storm sufferers within a few hours after the waters receded. At this time, with a splendid organization perfected, relief and rehabilitation is being carried on systematically.

Relief Funds Available

Through the Virginia Department of Public Welfare, Federal Relief funds have been made available for immediate relief and rehabilitation in the storm stricken area. Mathews County received an appropriation of more than eleven thousand which has been supplemented by \$500 appropriated by the County.

Public Works Commission to Loan Money

Meantime the Public Works Commission has issued a statement to the effect that it will loan fishermen and all others who suffered damage from the recent storms, necessary funds to rebuild damaged residences and out-buildings, wharves and other structures up to two-thirds of the reconstructed value of the property. To obtain these loans, however, it is necessary that the Public Works be given a first lien on the property. The loans are available for a term of 10 years at 4½ per cent interest. Non-profit corporations are being organized throughout the storm area. These corporations will

Mr. Etheridge states that nature has recently provided the upper sounds with a new inlet from the ocean which will furnish needed salinity for oyster culture in that region. The State spent a considerable sum several years ago in making an inlet near the new inlet with much the same objective in view.

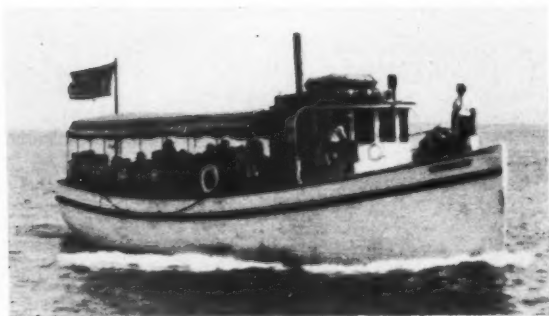
Mr. Etheridge urges that since nature has selected a location it is up to the State to make it as permanent as possible by building jetties for its protection and probably deepening the channel.

All authorities who have studied the fisheries of North Carolina recommend the planting and cultivating of oyster beds to expand the industry.

Director Etheridge is now calling upon every person interested in the commercial fisheries of North Carolina to lend assistance to the movement to utilize this great natural resource.

N. C. Fishing Town Nearly Destroyed by Storm

Several hundred residents of Hatteras, North Carolina, a small fishing town on the North Carolina banks, which was practically destroyed in the hurricane of September 16, are now seeking means of making a new start. Every fish and ice house was blown away, just as residents were preparing for the flounder season, after a storm three weeks previous had swept away much of their gear.



The "Mandalay", used as a party fishing boat in Summer and for commercial fishing in Winter along the Connecticut coast. She is 60 x 16½ x 7½, and is powered with a 75-90 h.p., 6 cylinder, 2 cycle Wolverine Diesel oil engine.

Connecticut Bluefish Fleet

By E. B. Thomas

BLUEFISH are running much later than usual this year and they seem to stick pretty close to the bottom. Every day twenty or thirty boats are seen in the vicinity of the Race and some fine catches have been made.

Quite a few of the big boats have been fluking near home lately but the run seems to be about over and the big fellows like "Parson" Jones, John Smith, Ben Tuttle, etc., will be fishing to the East'ard soon.

A few of the little fellows have been dragging in Stonington Harbor and other such inshore spots and have been catching some fine flatfish.

Trap fishing is about over for the season although Capt. Jim Babcock is still fishing his trap.

Some of the well known local boats that spend a good deal of time in the Race in quest of bluefish are: *Gray Gull*, of Stonington; *Billie B.*, *Sea Bee*, of Mystic; *Venture*, *Doris E.*, *Mary F.*, of Noank; *Georgiana*, of New London; *Sawanee*, of Saybrook Point; *Patty*, of Clinton, and *Anna C.*, of New Haven.

Opens Retail Fish Market

Joe MacDougall, secretary of the Southern New England Fishermen's Association and until recently connected with the S. Z. Cheesebro Co., has opened a retail fish and lobster market in Mystic.

"Mincola" Sold

Capt. Frank Kessler recently sold the 57 ft. fishing schooner *Mincola* to New Jersey parties who will use her for pleasure purposes.

Fishermen's Assoc. Holds Annual Picnic

On September 15 the Southern New England Fishermen's Association held its annual picnic on the North Stonington Grange Fair Grounds. There were approximately 150 fishermen and their friends present. A clam chowder was served at 1:00 p.m., and a lobster dinner at 6. The whole affair was in charge of George Fratus, who did everything within his power to make the day successful.

Southern Rhode Island Items

Captain Fred N. Burdick and son of Avondale, have taken up their outside trap, mended leader and hearts and housed them. The trap they cut up into leader and hearts for eel fishing in Little Narragansett Bay this Fall. From the present indications there will be no smelts through this section.

Captain James O. Babcock, of Avondale, has also taken up for the season the large trap which he operates off Watch Hill Point. Capt. Jim is putting in more side-track on his marine ways and expects to increase his hauling business this Fall.

Captain Elvin M. Scott, the largest lobster fisherman out of Avondale and surrounding country, has brought nearly all of his gear in. The middle of October will probably see Capt. Scott cleaned up for the Winter. He usually goes South to Gulf Port, Florida, during the Winter months.

Maryland

Tongers Getting Good Prices Dredging Season Opens Nov. 1st.

By Edward Bowdoin

CRISFIELD opened its oyster season for tongers on September 15th. The stock is in fairly good shape, fat and white, and bringing good prices.

The packing houses and employees are examined each year by the Federal, State, County, and City Health authorities, guaranteeing the purity of the oysters shipped from Crisfield. According to the report of the State Conservation Department, Crisfield is the leading shipping point for oysters in Maryland, having passed Baltimore.

Oyster Dredging Starts Nov. 1st

The real oyster season in Maryland does not begin until November 1st, when the dredging season opens. The large boats are the ones that supply Crisfield with its bulk of oysters, and when they begin to dredge the oyster packing houses are a beehive of industry.

Oystermen, operators of packing houses and others connected with the industry still are counting the cost of the storm which swept the tidewater section on August 23. A number of oyster-packing houses were damaged severely by wind and waves and their owners are finding it difficult to get them back into operation. Packers lacking the necessary funds to restore their plants are unable, therefore, to buy oysters from the tongers. Many oystermen have been unable to find a market for their catches simply because the packers to whom they usually sell are not able to open up.

At Crisfield, the center of the oyster business on the Eastern Shore, the losses have been estimated at upward of \$100,000, and most of the cost of rehabilitation will have to be borne, directly or indirectly, by the seafood industry.

From other smaller tidewater centers similar reports have come, but the most damage was done to the two small islands far down the Eastern Shore and almost opposite the mouth of the Potomac, one a Maryland possession and the other below the Virginia line—Smiths Island and Tangier.

Smiths Island was practically submerged during the storm and according to reports, if the water had risen a single foot more it seems likely that more than half of its population would have been lost. Much of their equipment upon which they depend for their livelihood was either lost or badly damaged. More than one hundred boats of all sizes and description were either lost or damaged. Wharves, warehouses, crab houses, nets, scrapes, dredges, floats and other paraphernalia were lost.

Tangier is in much the same shape as Smiths Island, as the oystermen on both islands are dredgers, their boats being designed and equipped for dredging the Chesapeake oyster.

Several years ago depletion of the Potomac bars caused Maryland and Virginia authorities to close its waters to dredges, a ruling which worked considerable hardship on the Tangier and Smiths Islanders. At the last session of the Legislature a bill was presented by the Conservation Department providing for a short season and the use of dredges of limited size on the Potomac bars but it failed to pass. Consequently the Islanders, who already have suffered heavy storm losses, find themselves cut off from the oyster beds which might help them get back on their feet. The Legislatures of both states are expected to open the river to dredgers in January.

Crabs More Plentiful

Crabs have been more plentiful in September than during any other month this season, and the majority of the watermen were still crabbing late in September. Hard crabs are caught during the entire year and crab meat is an all the year product. The crabmeat business grows each season and the demand is greater as the public gets to know more about this delicious product of the water.

Southern Shrimp Fleets Return To Florida for Winter Season

By H. L. Peace

WITH the return of many of the shrimp trawlers, which invaded foreign waters during the past Summer, preparations are in the making in Florida for a big season. The greater number of boats of the fleet are now fishing out of St. Augustine and Fernandina. However, when cold weather sets in, the fleet will migrate South to warmer waters in the vicinity of New Smyrna, Ft. Pierce and Cape Canaveral.

During the first of the Winter season some 200 boats gather at St. Augustine where they fish until the later part of November or December. The entire fleet is generally moved to South Florida waters after Christmas.

Both dealers and fishermen are optimistic about the coming season but have not yet made any announcements just where they will locate. Versaggi and Sons, Fodale Brothers and the Fishler Prawn Company will most likely operate raw packing houses at New Smyrna as has been their practice in the last few years.

Summer Season Best in Years

The Summer shrimp season which ended October 1, was one of the best seasons witnessed in many years. At Fernandina and St. Augustine shrimp were the most plentiful in many Summers.

Canned Shrimp Market Improved

The canned shrimp market has improved in the past few months. W. M. Brooks, president of the Brooks Packing Corporation of Fernandina, in a statement to the ATLANTIC FISHERMAN said that his plant had packed more shrimp during May, June and July of this year than they have in many years. Mr. Brooks pointed out that as a rule, there are no shrimp available for packing in the Summer months, but that this year was an exception. This plant packed several thousand cases in both glass and tins during the Summer months of this year, while not a single case was packed during the same period last year.

Oysters to be Shipped by Seminole Oyster Farms

Preparations are being completed by the Seminole Oyster Farms Inc., of Daytona Beach, to produce and ship 50,000 gallons of shelled oysters the coming season. An order has been placed with a Baltimore concern by this firm for its initial consignment of sealed containers for the shipment of fresh oysters, the order consisting of 7,500 quart containers, 20,000 of one gallon capacity and 25,000 pint containers.

The company has under lease approximately 700 acres of oyster beds in inspected and certified sections of the Halifax River for its use, and has a modern plant at Port Orange, four miles South of Daytona Beach. Improved machinery for processing and packing the product have been installed in the packing plant, and other improvements have been made, including concrete floors in the husking and processing rooms.

Fisherman's Holiday to be Considered

Omah A. Clarke, of Naples, President of the Florida Fish Producers' Association, has announced the possibility of a "fishing holiday", which will be considered at the next meeting of the Association.

Clarke emphasized that the proposed "holiday" would not be a "strike" but a period of voluntary inactivity to permit absorption of fish on the market. He believes a "holiday" of a few days would clear the market.

Louisiana Trawlers Return to Work as Seas Calm

Shrimp trawling vessels and their crews, after remaining in safe harbor for several days, during a period of heavy seas and high tides, returned to the Terrebonne coast on September 14



The shrimp trawler "Nero I", owned by Felice Golino of St. Augustine, Fla. She is 45 ft. long, 13 ft. beam.

and are now busy again catching shrimp for the six canning factories in the parish and numerous drying platforms. It is reported that during the stormy periods the shrimp bury in the sand for protection. When normal conditions return the crustaceans again emerge in schools and move from place to place in their search for food.

Mississippi Shrimp Code

On September 22, William Estopinal, Gulfport lawyer, returned from Washington where he had been for 15 days, working to procure the adoption of a code for the shrimp industry. He and Roy Hepler of Biloxi had presented drafts of a code that they felt would be fair to all concerned.

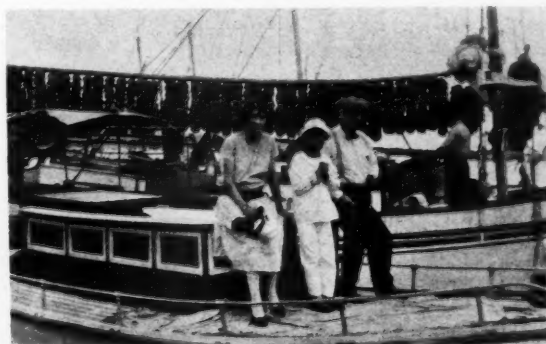
Mr. Estopinal reported that he was hopeful that after the various conflicting points in the code had been straightened out, the code would be signed.

Both men were told to return and to advise the workers to return to their work even though the code had not been signed, and were given every assurance that the necessary steps to protect all interests would be taken in working out the ultimate draft of the agreement under which the industry is to operate.

Biloxi Packers

On September 25 five or six of the Biloxi factories were still packing shrimp. The Gulf Foods Co., the factory owned by Louis Braun, presented a busy scene that morning. About 160 barrels of shrimp were received and packed. Mr. Braun has been operating his factory a considerable part of the season and has packed about 2,000 barrels so far.

Other factories that have been operating are the Mississippi Coast Packing Co., Sea Coast Packing Co., Kuluz Bros., and the plant owned by Louis Johnson.



Sponge boat at Tarpon Springs, Florida, powered with an NK3 35 h.p. Palmer engine. The divers use the NL1 3 1/2 h.p. Palmer for running the air pump. Photograph by Mrs. C. E. Ellsworth.

Vineyard

Fishermen Report Good Catches and Improved Markets

By J. C. Allen

BLUE sky, blue sea, a sprinkling of Autumn colors in the woods that mark the Vineyard landfall, about as gay as the colors in the mackinaw jackets that begin to show themselves among the short-booted sea-skimmers, the gradual disappearance of the swordfish gear and the overhauling of the big otter-trawls; these signs indicate the arrival of Fall in Vineyard waters.

September has passed on astern and the month brought luck to many of the local sea-skimmers, mostly good, although there was a sprinkling of other things in among the haul.

Handlining and Lobstering

Handlining reached the high peak of the season during the month with the mosquito fleet mopping up bass and scup in quantities hitting half a ton to a two-man boat in a single day. Lobstering picked up off-shore until the gang was doing the best for the entire season. Some of the lads had become discouraged and brought gear ashore before the school arrived, while others with small boats were not able to go far enough to take advantage of the opportunity that offered. But there were those, from the Vineyard and Elizabeth Islands, who sailed wide courses, for small craft, and who mopped up the crustaceans in wholesale lots.

More egg lobsters showed up during the month than had been seen throughout the Summer and the shoal-draught fishermen look for better times next Spring along with countless others who are pulling for the NRA, and the Powers that Be, that are supplying the motive power.

Trap-fishing along the Vineyard shore wound up early but Harry Peakes and Norman Benson, who set in Buzzards Bay, hung on and took a pretty good jag of late butters and a liberal cut of the mixed fish that ran along with them.

Swordfishing

Swords slacked up inshore and off, earlier than has been usual during the past few years, but not earlier than used to be the rule. The swordfish season has not been up to normal anywhere, which influenced Capt'n Bob Jackson, of the *Hazel M. Jackson*, to try his luck in Nova Scotia waters. The schooner arrived home on the twenty-first, thirty days from the date of her departure, having discharged an eighteen hundred dollar stock in Boston, on her way back.

Good Fall Season Predicted

It has been predicted by the oldest inhabitants, that the Fall codfishing will be good, also the otter-trawling, and it has also been predicted that the weather will shut in hard at an early date. These old-timers base their conclusions on the fact that the weather is more nearly normal than it has been for a number of years. They point out that for eight or nine years, our Summers have been unsettled, and our



The "Martha E. Murley", owned by Capt. John G. Murley, of New Bedford, Mass. She is 70 x 18.3 x 8.7; powered with a Fairbanks-Morse engine, and equipped with Edison batteries and Hathaway winch and fittings.

Winters very mild. The combination has had the effect of getting our sea-skimmers into bad habits. They have come to depend on such weather, which, the older men swear is unnatural and unprofitable.

A hard Winter is usually followed by a warm, calm Summer, and the combination makes for a rising market for nine months out of the year. It will be recalled that for three to four years, the Winter market has hung unusually low practically all of the time, due, so all hands agree, to moderate weather which has permitted uninterrupted fishing all through the season. What we need, in the opinion of old-timers, is a good gale every now and then, that will shake things up and keep all hands ashore for three or four days or a week.

Good Set of Scallops

It looks like a pretty darned good shellfish season at the present writing. There is a good set of scallops almost everywhere around here and they are of a very good quality. Small shells, and large eyes. The starfish got a big setback last Spring and Winter when the boys dredged tons of them in and around the beds, and the price of sea-scallops at the present time would indicate that bay scallops will be much higher than last Winter. There is some little argument going on regarding the opening of the season in various towns, but October first will mark the opening date in most of them. Edgartown has cut down the daily limit, which will probably work out well, but all hands are pretty well agreed that a good cold snap is all we need to make the season a success.

Quohaugh Market Improved

Improvement in the quohaugh market has cheered the gang considerably too. With the finest beds in the state in our county, and the supply increasing each year, it has been pretty tough to see the market fall to pieces. But it's coming back, and if it hits the level of five years ago, the county will probably go solidly Democrat at the next election.

Several New Boats Expected to be Built

It has, without doubt, been the busiest Summer season in Vineyard boat yards for many years. It is probable that this was caused in part, by the accumulating of regular and necessary repairs that had been neglected during the past season or two previous. It is too early as yet to determine the number of new keels that may be laid between now and Spring, but indications are that a number of new boats of various styles, will be launched.

Confident of Improved Conditions

All in all, the Loafer calmly concludes that while a rather poor hand was dealt out to the gang this Summer, they have played it out unusually well. There are some who shout to high Heaven that this has been the worst season on record. Well, perhaps, but the Loafer knows well that humans forget very quickly, and that tough spots in the past are easily lost track of. And we predict in all confidence, that a year from now all recollections of our coastwise encounter with depression will be lost in the wake.



The "R. J." of Woods Hole, Mass., 43 ft. x 12 ft. x 6 ft., and powered with a 38-45 h.p. Wolverine Diesel engine.

Maine

Fishermen to Send Code Delegates to Washington

By Alfred Elden

AT Rockland, Sept. 13, fishermen and dealers were in conference arranging lines for the coming National code hearing at Washington, on October 19, 20, 21 and 22. The first event of the day was the meeting of the Maine Fishermen's Association which elected these officers: President, Russell Turner, Millbridge; Vice President, L. A. Wilson, Criehaven; Secretary, Clarence Goldthwait, Biddeford Pool; Treasurer, Howard Maxwell, Cape Elizabeth. In the afternoon there was a conference of the Maine Fishermen's Association and the Maine Lobster Dealers' Association. A minimum rate of 25 cents a pound will be asked by the fishermen—two cents higher than the price named at a preliminary hearing held earlier. Importation of lobsters under 3½ inches, bone measure, and over 4½ inches will be restricted if the association's wishes prevail. This would eliminate the "chickens" and the "jumbos". Three delegates will be sent to the Washington hearing.

Smoked Herring Packers

Another in a series of code meetings held by the smoked herring packers of the Eastern Maine coast was held at Lubec in late September with about 30 in attendance. The dues for the association were reduced to \$2 a member with the understanding that the expenses should be met by a levy based on the pack as determined by the Executive Committee.

York County Fisheries Assoc.

A meeting of the York County Fisheries Association was held at Cape Porpoise on Sept. 20. The proposed code has been adopted by the Maine Lobster Fishermen's Association.

Approximately 100 fishermen attended and the following officers were elected: President, Clarence Goldthwait, Biddeford Pool; Secretary, C. G. Bedell, also of the Pool, and Treasurer, Wm. A. McKenney, of Kennebunkport. Mr. Goldthwait is also Secretary of the State Association and has been named one of the delegates to attend the hearing before the NRA directors at Washington.

"Edna L." One of the Finest Lobster Smacks

Captain P. M. Look, of Rockland, has one of the finest lobster smacks on the coast in the *Edna L.* She was built by Charles W. Morse & Son, at Thomaston, and is 47 x 13.6 x 4½. When light her very unusual freeboard is noticeable. But Captain Look insisted on this because he makes frequent trips into Nova Scotia and when the smack is loaded she is still high enough out of water for the seas she must frequently encounter. She has a 100 h.p. Scripps and a 40 h.p. Lathrop for her power plant. She registers 25 tons and is planked with two-inch hard pine. She is rigged with Columbian Rope.

Harvey Gamage Completes 61st Boat

With the completion of a 42-ft. beam trawler for Donald Joy, of Swan's Island, Harvey Gamage, youthful boatbuilder of South Bristol, launched his 61st boat from his shop. Sixty-one in nine years is not bad considering the state of the boat building industry during the past few years. Mr. Gamage reports the outlook for new boats much improved.

Feyler's Sea Food Market

The latest addition to Thomaston's business houses is Feyler's Sea Food Market on Water street. It is a modern food shop with every latest sanitary improvement. W. A. Feyler is proprietor, well known in Thomaston. He was formerly associated with Rodney E. Feyler, prominent wholesale and retail fish dealer and producer, of Rockland.



A navy cutter rebuilt into a fishing boat by Capt. O. L. Marshall of Portsmouth, N. H., the owner. From left to right: Capt. Marshall, R. I. Tilton, his partner, and John Marshall, holding two Portsmouth Bay haddock. This boat is equipped with Hyde propeller, Willard batteries and Shipmate range.

L. D. Clark & Son

The L. D. Clark & Son sardine factory, one of the largest in Maine, is operating for the first time since 1931. Scarcity of fish has so far made the pack light.

Willard Packing Co.

After being idle two years the Willard Packing Co. at Central Wharf, Portland, began packing in mid-September with 85 hands employed. Herman W. Willard, in charge, pointed out that the demand is good but the fish are scarce.

Boothbay Harbor Fish & Storage Co.

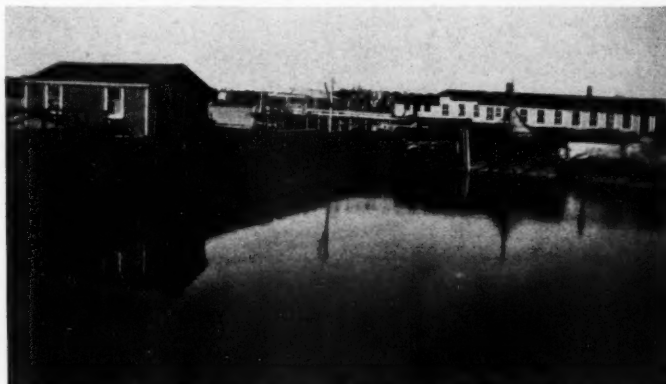
The Boothbay Harbor Fish & Storage plant on the East Side has been busy for many weeks and at times 500 barrels of mackerel or herring have been handled in a night. The freezing plant is kept full practically all of the time and if many fish had not been sold the big storage spaces would long since have been filled to capacity. Now these fish will be available in the Winter when needed for bait and food. A lot of the big Gloucester bankers come in here for herring bait and also load large quantities of ice. The frozen bait is also in considerable demand among the local fishermen.

B. H. Wilson Fisheries

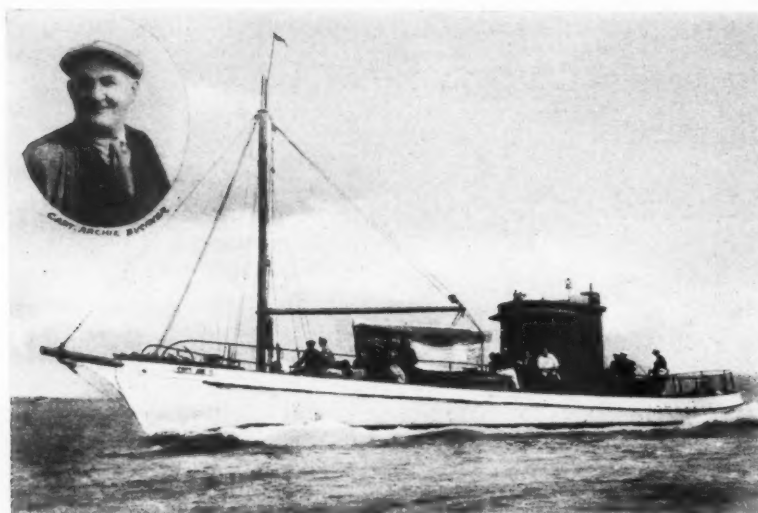
A new record was made at the B. H. Wilson Fisheries at Eastport when some 40,000 pounds of pickled herring were packed between 7:00 p.m. and 6:00 a.m. Forty to fifty employees are being given fairly steady work at this plant, the firm being one of the most aggressive as well as progressive firms on the East coast.

Biggest Day at Portland

The biggest day in the September trawling season at Portland saw nine vessels unload 85,000 pounds of groundfish. Capt. Fred Bickford's schooner *Richard J. Nunan*, had 20,000 pounds. Verna G., Capt. Ralph Bickford had 18,000 pounds.



Lobster pound and plant of the Fred B. Higgins Co., Boothbay Harbor, Maine. Photo by R. F. Clayton, of the Wall Rope Works, Inc.



The party fishing boat "Capt. Joe II", owned and operated by Capt. Archie Buckner (inset), of Brooklyn, N. Y. She is powered with a 120 h.p. 6-cylinder Atlas Imperial Diesel engine which gives her a speed of 13 m.p.h., and is equipped with Columbian propeller and Whitlock cordage.

Sunapee, Capt. Ed. Smith landed 14,000 pounds and the *Bernie and Bessie*, Capt. Charles Dexter had 12,000 pounds. Smaller fares were the *Eleanor*, 5,000; *Benjamin Thompson*, 6,000; *Elinor and Jean*, 4,000; *Alice M. Doughty* and the *Nancy*, 3,000 pounds each.

Makes Two Hauls in Five Hours

The schooner *Annie Louise*, one of the smallest in the Portland fleet, arrived home at 4:00 p.m. with 5,000 pounds of mackerel and returned to set. At 9:00 p.m. she was back with another 5,000 pounds. Two good hauls within five hours made a new record.

First Scallop Dragger

The trim scallop dragger *Madeline & Flora*, Captain Charles Carver, was the first vessel to go off to Georges Bank after scallops. She discovered grounds that have completely revolutionized the scallop business. The *Madeline & Flora* was built by J. D. Morse at Damariscotta. She is 67.8 x 16 x 8 and has a 60 h.p. Fairbanks-Morse C-O engine, a Hyde windlass, Hathaway fittings, Delco lighting plant and Hyde propeller. When the U. S. Government charted scallops offshore from New York to Nova Scotia about six years ago Capt. Carver tried his luck first on Georges. And the bivalves have been so plentiful there that after these years there is still no sign of the beds being fished out.

Protest Inspection of Sardine Herring

A lot of the fishermen are complaining about the State inspection of sardine herring. At Lubec recently two loads

of fish each caught at the same weir at Dipper Harbor, each taken aboard the boats at the same tide, and each arriving at the wharves of two different factories at about the same time, were handled differently by different inspectors. One lot was rejected as unfit for packing while the other was approved. When it became known that both lots were alike efforts were made to condemn both but in the end both were passed after a lot of argument. Some say fish are condemned for an altogether too small percentage of red feed.

"Alice M. Doughty" Has New Skipper

Edmund F. "Rip" Black, of Bailey Island, former track and football star at Portland High School and University of Maine, has been given command of the trim fishing schooner, *Alice M. Doughty*, owned by the Willard-Daggett Co. Since his graduation from Maine "Rip" has followed the sea in many fishing vessels. He joined the crew of the *Alice M. Doughty* for the swordfishing season and his ability won him the command when Captain Albert Smith resigned to return to small boat fishing.

Third Oldest Vessel Stops at Portland

The third oldest vessel under American registry, the little two-masted coaster *Joyce Rebecca*, of Vinalhaven, called recently at Portland for a load of salt for the Eastern sardine factories. Originally the vessel was a well-fisherman carrying fish alive in an open well amidships. She was built at New London, Conn., in 1837 and is surpassed in age only by a Baltimore oyster dredger and another Down East coaster.

The schooner-rigged boat "Four-Sisters", of New York City. Powered with a 60 h.p. Fairbanks-Morse C-O. Dimensions 73 x 17-6 x 9, with accommodation for 10 men, and a capacity of 50,000 lbs. She is equipped with Hathaway winch, gallows, bollards, stern bearing and fittings, Willard batteries and Delco generator, Hyde propeller, New Bedford cordage, Shipmate range, and Monel Metal shaft installed by Carlson & Son, Port Richmond, N. Y.



Among the Landings at Fulton Market For September

Addie May	14,000	Julia	61,000
Aeolus	27,000	Martha E. Murley	95,000
Anna C. Perry	50,000	Mary A.	10,000
Beatrice S.	10,000	Mary P. Mesquita	24,000
Chas. E. Beckman	62,000	Mary R. Mullins	109,000
Chas. S. Ashley	60,000	Massasoit	21,000
Clinton	29,000	New Bedford	97,000
Dagney	62,500	Newfoundland	97,000
Elizabeth A.	39,000	Pioneer	44,000
Four Sisters	20,000	Reliance	22,000
Friars	30,000	R. Eugene Ashley	58,000
Gertrude	12,000	Sea Ranger	102,000
Hope Leslie	25,000	Viking	58,000
Irene	10,000	Wamsutta	40,000
Ivanhoe	57,000	Wm. H. Killigrew	56,000
Joseph Warner	34,000		

Among the draggers landing scallops were: *America*, 500 gallons; *Anna & Ella*, 1,450; *Antonio*, 1,000; *Carlsen*, 250; *Elinor O.*, 400; *Fautina*, 400; *Gyda Else*, 700; *Hazel*, 300; *J. Martin*, 150; *Lindy*, 450; *Mary*, 2,000; *Native*, 400; *Olive Williams*, 650; *Ramona*, 450; *Reed*, 450; *Sally Lee*, 950; *Trio*, 600; *Venture*, 450; *Winifred M.*, 250.

FlakIce for Fishermen Landing at New York

FLAKE is now available for fishermen landing fish at Fulton Market. A number of fishermen have tried it to ice down their fish, and report that they are thoroughly satisfied with it.

The Brooklyn Bridge Freezing & Cold Storage Co., manufacturers of FlakIce, emphasize the following advantages of this product.

When buying FlakIce the captain pays only for the weight of the ice which goes into his vessel.

Due to the method of manufacture, each flake is of uniform thickness, and there are no sharp points to break or burst the fish when they are iced down in the bunkers.

FlakIce is made on a drum, each flake has a slight curve, and when a pile of FlakIce is left standing for a considerable time it does not freeze together in a solid lump; the outside will crust over, but the inside is dry and loose, which makes FlakIce easy to handle on the vessels.

It is distributed by Surbrug Ice Products, Inc.

Report on Fishery Products

THE United States Tariff Commission has just issued a report (No. 69, Second Series), on fishery products, covering both fresh and salt water fish. This report gives the description and uses, domestic and foreign production, imports and exports, and competitive conditions of all varieties of fish, shell fish and fish products. It contains a section devoted to the treaties, conventions and awards with respect to the fisheries of the United States in force December 1, 1932. It also contains a report on the fishery products of the various foreign countries, and a table giving a summary of the United States tariff rates and trade in fishery products, domestic production, and imports and exports in 1931 and 1932.

This report is for sale by the Superintendent of Documents, Washington, D. C., the price being 25 cents.

New Catalog Issued by Electric Boat Co.

THE Electric Boat Co., of Groton, Conn., have recently issued a catalog illustrating and describing in detail Nelsco Diesel engines. It contains a description of the fuel oil injection system, a diagram of water, air starting, lubricating and fuel oil systems, and illustrations and descriptions of engine parts.

Included with the catalog are data tables on various types of their Diesel engines, and a bulletin on the Nelsco-Clarkson Thimble Tube Boilers.

Netting for Every Fishing Use

Gold Medal Cotton Nets
A. N. & T. Coy Linen Nets



Manila Trawls—Flounder Drags

Gold Medal Seine Twine

Burnham's Tarred Lines

Nets, Seines, Traps and Webbing

Complete line of Fittings

Standard sizes carried in stock

The Linen Thread Co., Inc.

BOSTON
575 Atlantic Ave.

NEW YORK
200 Hudson St., 33 Fulton St.

GLOUCESTER
105 Maplewood Ave.

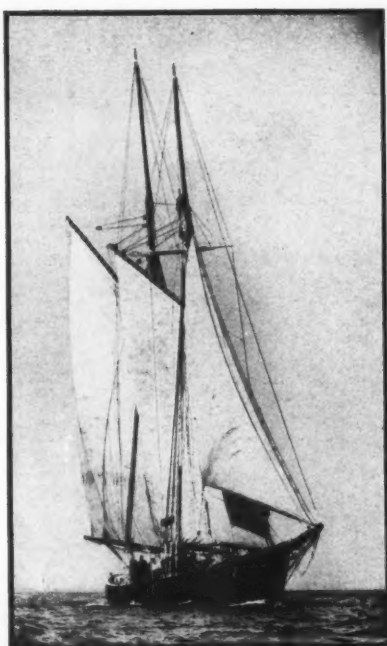
SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

All of our Mills and Offices are operated under the conditions required by the National Recovery Act.

WE DO OUR PART



Lunenburg Holds Successful Exhibition Gov't to Study Market Conditions

By H. R. Arenburg

THE Lunenburg Fisheries Exhibition was formally opened on September 12th by W. G. Ernst. At the opening several talks were made by leaders of the Province, and it was evident from their talks that the future of the fishing industry was uppermost in their minds.

All of the speakers urged the importance of immediate measures to build up an enlarged market for Nova Scotia fish products.

It was stated that Premier MacDonald has many things in mind for the benefit of Nova Scotia. One speaker pointed out that the Province has all the natural properties which should normally make it a prosperous country, and that the Government is going to investigate the fishing situation, and try to improve the marketing conditions.

Many Outstanding Exhibits

The Exhibition, which lasted for four days, was bigger and better than ever. A new building having been added to the exhibition plant enabled the management to effect a complete rearrangement of the exhibits with the result that a much better display was possible. The outstanding exhibits were the booths of the Smith Companies comprising W. C. Smith and Company, Limited, the Lunenburg Sea Products, Limited, and the Lunenburg Coal and Supply Company and the Lunenburg Foundry Company, Limited. Many unique and interesting varieties of fish were on exhibition and the exhibits of the ordinary stable lines of fish and fish products were excellent.

Results of Summer Fishing Trip

The fishing fleet has returned from the Summer fishing trip with fairly good catches. The following figures are taken from the reports at the Customs:

Vessel	Captain	No. Quintals
Gloria May	Corkum	2100
Progressive II	Knock	2000
Pasadena II	Wentzell	1500
Rex Perry	Fralick	2000
Mable Dorothy	Lohnes	1800
Jean M. Madelyn ..	Deal	1700
Mavis Barbara	Creaser	2300
Maxwell Corkum ..	Corkum	2100
Margaret K. Smith ..	Corkum	1500
C. A. Anderson	Mosher	2100
Isabel Spindler	Spindler	1900
Delawana II	Corkum	2200
Leah Beryl	Zinck	1800
Beatrice Beck	Demone	1900
Gilbert B. Walters ..	Walters	1700
Daisy Marguerite ...	Selig	1800
Isabel J. Corkum ...	Corkum	2100
Robert J. Knickle ..	Knickle	2100
Bruce & Winona ...	Parks	2500
Ronald George	Romkey	1900
Howard Donald	Tanner	2100
Marguerite B. Tanner	Tanner	2500
Haligonian	Himmelman	2800
Mary B. Hirtle	Cleveland	2200

To Erect New Ice House

A special meeting of the town council was held, when several matters of importance pertaining to the welfare of the town were under discussion. Deputy Mayor H. R. Arenburg and the Clerk, Mr. P. H. MacLaughlin were appointed to arrange for the holding of the annual Fishermen's Memorial Service. A lease was arranged with the Lunenburg Sea Products, Limited, for the wharf property formerly leased to the heirs of the late George Naas. It is the intention of this Company to remove the present wharf on the property and erect a large ice house as a supply base for their fleet of fresh fishermen.

~~~~~ An amateur crew  
crossed the Atlantic

**A TRAINED ENGINEER  
WAS NOT REQUIRED TO  
OPERATE THE . . . .**

**MURRAY & TREGURTHA**

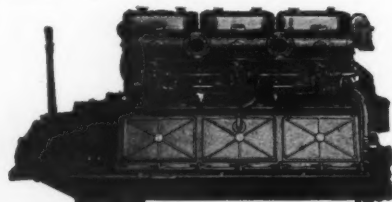
**FUEL OIL ENGINE  
ON BOARD THE *Ramah***

In the summer of 1931, Dr. Alexander Forbes installed a Murray & Tregurtha M-O-6 fuel oil engine on the Ramah at the start of his trip to chart sections of the little-known coast of northern Labrador.

In the summer of 1933 the Ramah crossed the Atlantic manned by an amateur crew—there was not a trained, paid engineer aboard.

Such confidence after two years' thorough testing in service is tribute indeed to the rugged dependability of this type of fuel-oil engine.

Have you considered a Murray & Tregurtha fuel-oil engine for your boat?



**MURRAY & TREGURTHA INC.**  
NORTH QUINCY, MASS.

Distributor for New York Dist: F. Benjamin Sexton, 125 Lafayette St., N.Y.C.

## New Brunswick Herring Prices Advance As Result of Good Demand

By C. A. Dixon

**A**DVANCES in the prices paid for sardine herring in the counties of Charlotte and Saint John and also in Maine featured the activities in this branch of the fishing industry during the past month. Connors Bros., Ltd., of Black's Harbor, raised the price of fish at the weirs from \$5 a hoghead to \$7 a hoghead. The Maine packers advanced their allowance for fish from 15 cents a case, according to the number of cases obtained from each hoghead, to 25 cents a case. Relative advances were also made to the boatmen for freighting the fish to the factories. The herring catch centered around Deer Island during the latter part of September, and fairly good lots were taken there some days. There have been some fish caught at Campobello, Grand Manan, St. Andrews Bay, Back Bay, and in St. John County, but, taken all around, the sardine catch has been much lighter than in previous years. Fishermen look forward to still further advances in the price of good oil sardines as these fish have been very scarce lately. As for gross income to the weir fishermen this season, a few men have done very well indeed considering the general conditions governing the industry. One weir at Back Bay, N. B., owned by the Hooper Bros. has stocked over \$5,000 it is said, and another at Mill Cove over \$4,000.

### Shortage of Stringing Herring Causes Advance in Price

Grand Manan smoked herring dealers and fishermen are getting quite anxious about the apparent extreme shortage in herring of stringing size for smoking purposes. Very few fish have been taken in the weirs so far and it is getting late. Many of the dealers have been hanging off until a more steady and reliable school of fish put in an appearance, but it looks now as if they will have to take what fish they can get, small lots or none. Most all the carry-over of smoked fish from last year's operations has been sold and prices have advanced considerably. There seems to be a more optimistic spirit prevailing all along the line, and doubtless it will be the best thing that ever happened if the scarcity of stringing herring continues. The way things look now there will be a shortage in the Grand Manan pack this year and a considerable shortage at that. Already advance orders are pouring in at the smoked fish centers.

### Good Demand for Sardine Herring

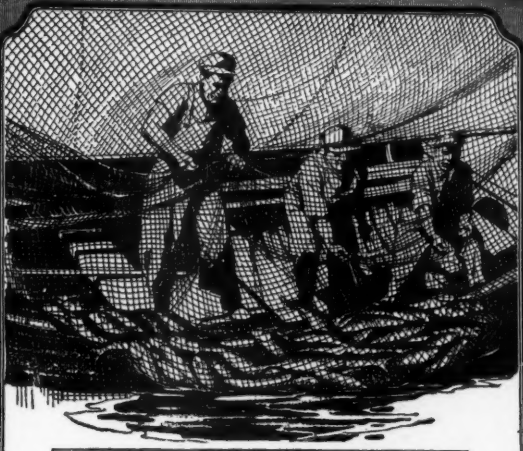
Quoddy weir fishermen are selling quite a lot of sardine herring to vessels from Nova Scotia which have taken several loads of lobster bait from Lord's Cove, recently. The baiters pay \$3 a hoghead for the fish at the weirs and this price at the time of loading was considered even better than the 15 cents a case offered by sardine packers, due to the fact that the fish could be seined up and sold the day they were caught.

### Hake Fishermen Changing Over to Other Branches

Campobello hake fishermen have abandoned this branch of the fishing industry. They have done well this Summer, and now most all the boats are engaged in pollock fishing and in a few weeks' time will fit out for haddock fishing, to be followed later by scallop fishing activities. Several new boats have been and are being fitted out for the business this year.

### Freighting Fish for Dealers

Capt. Charlie Hicks of Westport, N. S., in the motor schooner, *Elinor S.*, has been engaged in freighting fish, gasoline and salt during the Summer and Fall for H. W. Welch and Harry Jackson. Mr. Welch conducts three stores, one at Leonardville, one at Fairhaven, and another at Wilson's Beach. He also is managing director of the Algonquin Sea-Foods, Ltd. Mr. Jackson, of Wilson's Beach, also does a large business, in all kinds of fishermen's supplies, including gasoline, oil, rope, lines, and other items.




For Ropeconomy Use

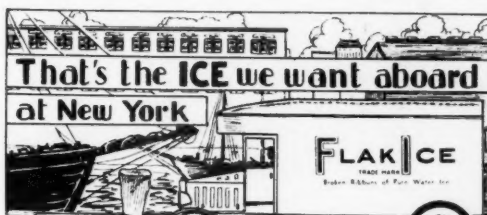
**WATERFLEX WHITLOCK CORDAGE**

The Utmost in Rope Value

**WHITLOCK CORDAGE CO.**

46 South Street New York

 226 State Street Boston



**That's the ICE we want aboard**

at New York

**FLAKICE**

Water Ribbons of Pure Water Ice

## When ready for ICE

go to the telephone at the end of the FULTON STREET DOCK—call CHelsea 3 3104.

The FLAKICE truck will be there when you are ready for it.

Once you have filled up with FLAKICE Water Ribbons you will never go back to old-style ice.

FLAKICE ribbons will save you money because you'll need less tonnage. It's far easier to handle in the fish hold . . . cannot freeze together in lumps. Uniform in thickness, it cannot bruise the fish.

Manufactured by

**BROOKLYN BRIDGE FREEZING & COLD STORAGE CO.**

FLAKICE Water Ribbons are distributed by  
**SURBRUG ICE PRODUCTS, INC.**



The *Gertrude L. Thebaud*, pride of the Atlantic Fishing Fleet, is SHIPMATE equipped, as are almost all fishing vessels.

Only the best of everything went into the building and outfitting of this out-standing boat, and we are proud to have had a share in it.

THE STAMFORD FOUNDRY COMPANY  
Established 1830 Stamford, Conn.

**SHIPMATE RANGES**



## GROUND GEARS in PALMER CLUTCHES

This great improvement, an exclusively Palmer Feature, is more than a refinement . . . it is a real economic advantage as well. These gears are silent because of hardness of the metal and the smoothness



of precision grinding reduce wear. The fact that Hardened and Ground Gears wear less means longer life for the clutch. Palmer, for 38 years, has adapted each and every proven advancement in design and construction . . . to produce the BEST POSSIBLE MARINE ENGINE.

**PALMER BROS. ENGINES, Inc.**

14 Water St., Cos Cob, Conn.

SEND FOR DESCRIPTIVE LITERATURE

## Long Island Fishermen's Protective Assoc.

**O**RGANIZATION of the Long Island fishermen was perfected at a meeting held in West Sayville, N. Y., last month and definite steps were taken in a program which it is hoped will ultimately lead the industry past the crisis which now confronts it.

The following officers were elected: Edward Munkelwitz, of Sayville, President; Marinus Slager of West Sayville, Vice-President; Lyle Tuthill, of Montauk, Secretary; and Bernard Westerbeke, of West Sayville, Treasurer. On the Board of Directors are Bert Edwards of East Hampton; Perry Duryea of Montauk; John Griek of West Sayville, and Peter DeRoo, of West Sayville. Alfred Tucker of West Sayville, was appointed salaried manager.

To pay the expenses of the organization, each member has agreed to pay one cent on each box, barrel, tub or other container of sea food shipped to market, the contents of which weigh less than 100 pounds; two cents on each container weighing more than 100 pounds.

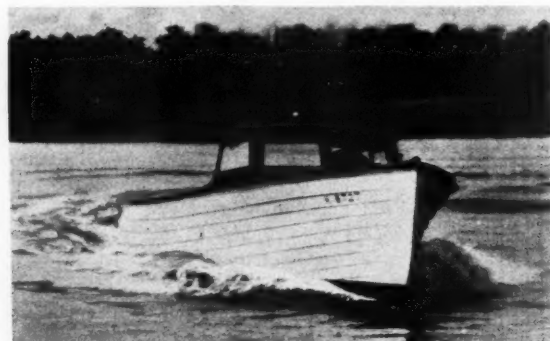
Another meeting of the Association was held in West Sayville on October 7, and all interested baymen were requested to be present. It is this group which will be required to carry on and control the N. R. A. policies among the producing fishermen, and Long Island fishermen are showing much interest in this organization, which they hope will restore the industry to a better financial basis.

### Shelter Island Adopts New Shell Fish Ordinance

At a meeting of the Shelter Island Town Board, new shell fish ordinances were adopted for the purpose of protecting residents of the Island from outside fishermen and baymen and also to conserve the shell fish in the waters of the Town. According to the new regulations it is unlawful to dredge or possess scallops less than one year old, from Sept. 1st to Dec. 31st, except by hand power. After Dec. 31st to March 31st, scallops may be taken by sailboats and hand power. The amount of hard or soft clams taken from the waters of the Town are limited to not more than three bushels per day per man. The size of hard clams which may be taken are limited in size, those less than one inch across the hinge being unlawful.

### Fishermen Making Good Hauls

The beam trawlers and the pound fishermen have made some good catches during the past few weeks. One day Richard Zegel made a catch of 30 barrels of porgies and a few days later came in with 20 more. Cornelius Sanders caught about 30 barrels on the 4th and on the 7th brought in 10 more, as well as 10 boxes of porgies. John Van Essendelft brought in about 20 barrels on the 4th, and 20 more on the 7th. The Long Island Fish Co. and the Sunrise Fish Co. have been making some very good hauls since they repaired nets which were damaged by storms.



Sea-skiff, 28 ft. x 8½ ft., built by Hensler, Kofoed Co., Inc., of Keyport, New Jersey, and powered with a 6-cylinder Model KM-393 Buda motor.

## So. Jersey Would Limit Small Fish

By Capt. F. Widerstrom

WITH the country at large going over big for codes, restrictions, and changes in policy, it looks as though the time is ripe for several changes in the South Jersey fisheries. The first suggestion heard was that there should be a definite restriction on the size and quantity of small and undersized fish brought into port. The catch of small fish should not at any time exceed twenty per cent of the total weight and should be limited to 50 boxes (5,000 lbs.), to a single trip for both draggers and seiners. If such a limit had been placed on catches during the month of September, it would have done much to stabilize the wholesale markets in New York and Philadelphia, particularly in reference to "pin-head" croakers.

### Optimism

The optimism that has carried South Jersey fishermen over the past three years has given them a good foothold this Summer and their foresight has enabled them to keep on the right side of the ledger despite adverse conditions. Hon. George Redding, president of the Cold Springs Harbor Fisheries predicts a good Winter season at both his Wildwood and Norfolk docks and believes that the fish business will be one of the first to feel the effects of general prosperity.

### Fitting for Scallop Dragging

At Atlantic City several boats are fitting out for scallop dragging on the new grounds just discovered off the Maryland coast. The Parson boys, Captain Peterson, and others have signified their intention of trying this branch of the fisheries this Winter season.

### Making Large Catches of Bass

The water has been very muddy on Five Fathoms and other inshore banks for the past two months, practically putting a halt to bluefish squidding and handlining, although some very large catches of bass have been taken from the wrecks uncovered by the same wind and tide actions that have effected the water. Captain George Paine of Anglesea, Wilmer Streaker, Wist Brothers, August Laine and Lory Shivers have all taken their share of large hump back bass during the past month or six weeks.

### Seining Fleet Closes Its Season

Most of the Otten's Harbor seining fleet are winding up the season after spending most of the Summer fishing for bunkers, (menhaden), for the Aspen Fisheries Products Company on the Shore Road. South Jersey farmers are co-operating with the fishermen this year in using the surplus of fish meal and fertilizer immediately.

### Good Season for Cod Expected

A few good seine catches of blues, a bit of squidding off between the lightship and Five Fathoms Buoy, a week or so of sea bassing on the wrecks and it will be time for the resident fishermen of South Jersey to start rigging trawls for what promises to be a great season for cod, with plenty of fish and good prices!

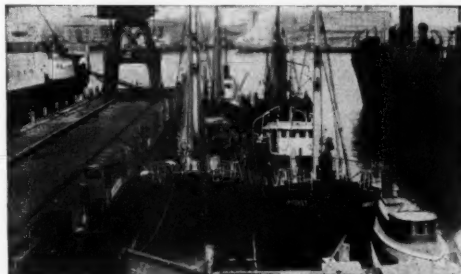
### Would Develop Clam Canneries

Hope is being revived by South Jersey interests for a definite development of clam canneries near Cape May. Operators are taking the rumors seriously enough to agitate immediate state regulation of the size vessel to be permitted to engage in this branch of the sea food industry. A maximum of fifty feet in length and seventy horse-power is being asked by independent operators on Five Mile Beach. They point out that if larger vessels are allowed to operate dredges, it would immediately lower the price of clams to such an extent that the smaller vessels would find it unprofitable to engage in this work.

### Hyde Equipped Boat Breaks Gold Cup Record

WHEN the *El Lagarto* broke the Gold Cup record at the races held in Detroit, September 1st, she was equipped with a Hyde propeller. Hyde propeller has to its credit many records for speed and endurance.

## Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices: Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York

Boston Office: 75 Federal St.

# BETHLEHEM

## Guaranteed Against Breakage



Hyde Struts are made of the same Hyde Bronze as is used in Hyde Propellers. It is sufficiently ductile so that it does not shatter under impact and can be *straightened cold*. White Brass is used for lining in place of common babbitt, therefore the bearings and shafts live longer. Yes, Hyde Struts are worth more . . . but they don't cost any more than other good struts.

HYDE WINDLASS CO., BATH, MAINE

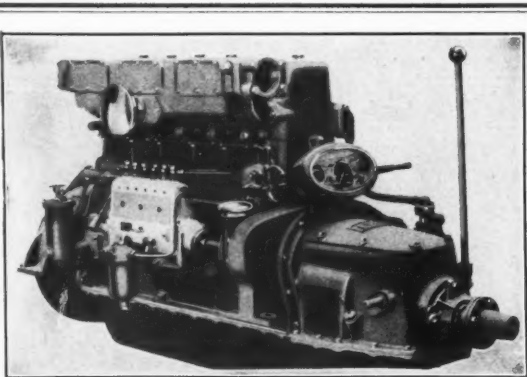


# HYDE PROPELLERS



Send for this free booklet "Propeller Efficiency". It tells you about Hyde Propellers, Stuffing Boxes, Struts and other Hyde Products that always get home safely.

DEALERS EVERYWHERE CARRY AMPLE STOCKS



Buda M.A.N. Full Diesel 6 cylinder 65 to 85 H.P.

## A FULL DIESEL For the small boat

—and with the Shock Absorber Head!

Not until Buda introduced the 6-DM-415 has the owner of the small boat, the small cruiser or work boat, had such an opportunity for a reduction in fire hazard, increased cruising range and low cost operation. These were advantages that heretofore only large boat owners could enjoy.

Here is a full Diesel engine that weighs only 17 lbs. per H.P. with all the features that have made the large Buda Diesels so popular. It has 6 cylinders, develops 85 H.P., is electrically started and can be had with or without reduction gear. Add to this the Shock Absorber Head—an exclusive Buda feature that softens the shocks and assures clean quiet combustion and smokeless exhaust.

—and the price too is within reach of every small boat owner. Why not send for catalog 811 on this wonderful engine. Write today!

### THE BUDA COMPANY

Factory and Gen'l Offices: HARVEY (Chicago Suburb) ILLINOIS  
Branch Office: 30 Church St., New York



## TANGLEFIN NETTING

gives you a  
**NET PROFIT**  
because  
it catches more fish.

*Linen and Cotton Gill,  
Seine, Pound and Trap  
Netting*

ASK FOR  
INFORMATION

NATIONAL NET & TWINE CO., Inc.  
80 FEDERAL STREET  
BOSTON, MASSACHUSETTS

Branches at  
Gloucester - Milwaukee - Erie  
and J. S. Johnson Co., Baltimore, Md.

## Maritime Fishermen To Hold Fourth Annual Convention at Moncton, N. B.

By M. E. McNulty

**T**HE fourth Annual Convention of The United Maritime Fishermen will be held at Moncton, New Brunswick, on October 25th and 26th.

To the numerous local organizations of the U. M. F. located along the Northumberland Strait and Gulf shores of the Maritime Provinces this year's Convention will offer greater opportunity for increased representation due to the comparatively short distances which it will be necessary for their respective delegates to travel. It is hoped that a number of delegates from the Magdalen Islands will find it possible to attend this year's meet.

### Improvement in Cod Fishery

There has been a substantial improvement in the cod fishery in the Bay Chaleur section. In addition to there being plenty of the cod available, there was a better marketing condition than for several years. The bulk of the Chaleur cod is dried and salted, although fresh cod is also shipped from Chaleur points. There has been an improvement in the demand for the bulk salt and dried cod from Italy, Greece, and Czechoslovakia, although the prices are low. From Brazil, Argentine, Venezuela, and Mexico, there has been a stiffening in the demand for the bulk dried cod. Some of the cod is boned and stripped and packed in boxes containing 18 to 36 pounds.

### New Weir Established

J. Fred Belyea, and his son, Anthony Belyea, have established a new weir at MacLaren's Beach, N. B.

### Want Only Fishermen to Bid on Fishing Lots

There is some talk of the fishermen of St. John harbor making a request on the Dominion Government that the bidding on the leases for fishing privileges and lots in St. John harbor, now under the auspices of the St. John Harbor Commission, be limited to bona fide fishermen, and with the manufacturers and dealers excluded. It is claimed by the fishermen who concentrate on the fish production that the manufacturers are able to outbid them for the best of the lots in the harbor, and that this is a big handicap and cuts down their income greatly.

### Skate and Dogfish

Exception has recently been made of skate and dogfish, in operation of section 29 of the Dominion Fisheries law, so that the skate and dogfish may be fished for, caught, taken, bought, sold or possessed, or exported, for the purpose of conversion into oil, fertilizer and meal.



The "Elinor S.", owned and operated by Capt. Charles Hicks of Westport, Nova Scotia, lying at the fish stand of H. W. Welch of Leonardville, New Brunswick. Mr. Welch is a dealer in fishermen's supplies, including Plymouth rope and Eveready batteries.



The Winton section of the General Motors building  
at A Century of Progress.

## Halifax Haddockers

By M. Ryan

**T**HREE steam trawlers and six Diesel-engined offshore haddockers comprise the present fresh fishing fleet out of Halifax. The boats are fishing about 125 miles from the port on Western Bank and are securing good catches.

Haddock are well offshore but the annual migration of one body of fish towards the shore is under way. Yearly the haddock arrive off Halifax in October and remain for some time. At this period the Halifax fishing fleet is usually increased by from 15 to 24 inshore fishing vessels.

Prices being paid by Halifax fish firms for fresh fish are as follows: Haddock—1½ cents per pound; Steak Cod—1 cent per pound; Market Cod—1 cent per pound; Shark—25 cents per cwt.

Vessels fishing out of Halifax are as follows:

Steamers *Rayon d'Or*, Captain Hansen; *Viernoe*, Captain Samuelson; *Lemberg*, Captain Tidman, and schooners *John H. McKay*, Captain Ernie Mossman; *Irene Mary*, Captain Leo Corkum; *Harriet and Vivian*, Captain William Deal; *Ronald George*, Captain Daniel Romkey; *Marguerite B. Tanner*, Captain Angus Tanner; *R. B. Bennett*, Captain Robert Selig.

All of the schooners mentioned above are fishing 10 double dories each.

Efforts are being made to bring the Diesel-engined auxiliary schooner *Mavis Barbara*, Captain Henry Creaser, to fish out of this port. It is also reported that the auxiliary schooner *Howard and Donald*, Captain Guy Tanner will shortly change over and go haddocking out of Halifax.

### Swordfishermen Change to Haddocking

Halifax County shore fishermen who went to Cape Breton swordfishing have practically all returned and several are changing over for haddocking out of Halifax. Among the number are the *Sunapee*, Captain Marsten Richardson, and the *Naomi Ruth*, Captain Laurie Hubley. The *Sunapee* had 61 fish and her crew shared \$225 each. The *Naomi Ruth* had 76 fish.

### A New Way to Catch Halibut

Gordon Manuel, a fisherman of Peggy's Cove, near Halifax, was hauling in a medium sized haddock recently when he saw a halibut weighing about 30 pounds following his line to the top of the water. He seized a gaff and hooked the fish right aboard the boat. The incident is regarded as unusual.

### Monel Metal Shafts and Wheels

**T**HE winning *El Lagarto* in the Gold Cup Races used a Monel Metal shaft. In the Harmsworth Trophy race, *Miss America X* was equipped with Monel Metal shafts and propellers.

## JOE O'NEILL

Commission Dealer

For best results ship your fish to me. Specializing in lobsters, shad, scallops, halibut and swordfish. Commission 7%.

Highest Prices—Quick Returns  
5 Administration Bldg. Fish Pier, Boston

## SHERMAN B. RUTH

Complete Line of Fishermen's Supplies Including

WALL ROPE

HENDERSON & JOHNSON PAINTS

PFLUEGER HOOKS

UNION TWINE COMPANY'S TARRED LINES

Complete stock carried on hand at all times

28 Hancock St.

Gloucester, Mass.

## NEW! WRITE FOR INFORMATION



### HAULING CLUTCH

For Trawling Gear on the Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

# KINNEY

MFG. CO.  
3541 Washington St.  
BOSTON

## THE DANE RADIO COMPASS and DIRECTION FINDER

The RITCHIE FISHERMAN  
COMPASS

E. S. RITCHIE & SONS  
115 Cypress St., Brookline, Mass.

Gloucester Agent:  
JAMES H. GOODWIN  
33 Centennial Ave.  
Gloucester Mass.



## USE THE BEST "JERSEY CITY" COPPER PAINT AND TOPSIDE PAINTS

SINCE 1861  
MADE BY  
PETTIT  
PAINT  
CO., INC.  
JERSEY CITY  
N.J.



SEND FOR FREE COPY ATLANTIC COAST  
TIDE TABLES; FIGURES FOR EVERY HARBOR

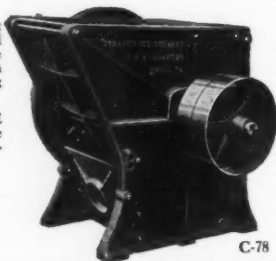
## Keep fish fresh

ICE chipped to flat, thin flakes about the diameter of a dime or nickel does not puncture or crush even the most delicate fish, but keeps them firm and fresh so that they bring the top prices.

The new CREASEY ICE BREAKER is built in all suitable capacities and for hand belt or electric motor drive.

Ask for Catalog L-1675

COCHRANE CORPORATION  
3162 North 17th Street  
Philadelphia, Pa.



C-78

## Hathaway Machinery Co.

Original  
Flax Packed  
STERN BEARINGS

New Bedford, Mass.

## PLYMOUTH

SHIP BRAND MANILA ROPE

### Outfit with Plymouth

|                 |             |               |
|-----------------|-------------|---------------|
| ANCHOR CABLES   | BUOY LINES  | PURSE LINES   |
| RUNNING RIGGING | TRAWL LINES | TOWING LINES  |
| MOORING LINES   | SEINE LINES | POT WARP      |
| DECK LINES      | NET ROPES   | MARLINE       |
|                 |             | LOBSTER TWINE |

#### Three Preservative Treatments

COP-PAINTED    COPPER OLEATE    SEA-PROOF  
More Dependable — Longer Wearing — Easier to Handle

#### PLYMOUTH CORDAGE COMPANY

North Plymouth, Mass., and Welland, Canada  
SALES BRANCHES

New York   Chicago   Boston   Baltimore   New Orleans   San Francisco

THE ROPE YOU CAN TRUST

## TRENHOLM THE "ENGINE MAN"

### THE BRIDGEPORT

For Medium and Heavy Duty Fishing Work

MODEL A FORD CONVERSION

\$195

### THE MONMOUTH

Medium and Heavy Duty

### MIDSHIPMAN II

20 H.P. to 34 H.P.

### CONVERTED MARINE MOTORS

30-45 H.P. \$195    30-50 H.P. \$295    50-85 H.P. \$395

12 Months' Factory Guarantee

For complete information on these marine engines write

**J. L. TRENHOLM**

265 Atlantic Ave.

Boston, Mass.

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
FOR BEST RESULTS SHIP TO  
**R. S. HAMILTON COMPANY**

On the Boston Market over 30 Years  
17 Administration Building    Fish Pier, Boston, Mass.

### FALL BARGAINS

Friendship Sloops, 25 ft. to 45 ft., \$400 and up; 60 ft. x 15 ft. x 5 ft. Auxiliary fishing schooner fitted up for party fishing, \$2,000; 70 ft. x 19 ft. x 7 ft. Fish Boat, 60 H.P. C-O Engine, all reconditioned, \$2,700; 36 ft. x 8 ft. Trunk Cabin Cruiser or party boat, Gray powered, \$500; also Sardine and Lobster Smacks, Fishing or Coasting Schooners, Tug boats, Freighters, etc. Reconditioned Marine Engines: 150 H.P. O.H. Kermath factory rebuilt and guaranteed like new, \$585; two Sterling Petrels, 150 H.P. each, R & L fitted with reduction gears, \$1,000 for pair; 25 H.P. Model F Kermath, \$180; 6-90 Gray in good running condition, \$100; and many others, also propellers, reverse gears, magnetos, etc. Write us as to your requirements. KNOX MARINE EXCHANGE, Camden, Me.

### FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hildergarde*. One suit used only three weeks. I will sell any part of them. The price is right. Frank F. Upson, 111 Hallock Ave., New Haven, Conn.

A 35 ft. knockabout sloop. Four bunks in cabin, no engine, \$450. One 26 ft. auxiliary keel cat boat, Crosby built, 18-24 Red Wing motor, \$2200. 33 ft. auxiliary centerboard yawl, F4 Scripps motor, \$900. 23 ft. auxiliary cat boat, 4 cylinder Palmer, \$950. Write or call Falmouth Marine Railways, Falmouth, Mass.

A newly built lobster fishing boat, heavy construction throughout. V-bottom type with 6 cylinder converted marine engine. Reasonable for quick sale. Acme Boat Co., Westport, Mass.

48 ft. converted cabin cruiser, 90 H.P. Sterling engine, recently overhauled. In good condition. Make fine party fishing boat. Also 40 ft. fisherman, 40 H.P. Bridgeport, all in good condition. Reasonable for cash. James Fiore, 28 T Wharf, Boston, Mass.

Lobster smack, *Hilda Emma*, 52 ft. long. Equipped for trawling or would make fine fishing party boat. Reasonable for quick sale. E. Jameson & Sons, Portsmouth, N. H.

## GEORGE C. SENECA

### Seeking Position

IN COMMERCIAL FISHING TRADE

Formerly with The Linen Thread Co. 14 years

Have traveled the Southern territory and well acquainted and have good following

Address

GEORGE C. SENECA

Gen. Del., Station F.

Jacksonville, Florida

Anything from a Needle to an Anchor  
**Commonwealth Ship Supply Co., Inc.**  
VESSEL SUPPLIES

#### Distributors of

Pflueger Hooks and Union Twine Company's Tarred Lines; Groceries and Provisions

243 Northern Ave.

Boston, Mass.



15  
ing,  
gine,  
aiser  
oster  
ters,  
math  
ling  
ears,  
Gray  
pro-  
our  
Me.

der-  
part  
lock

gine,  
8-24  
rawl,  
nder  
ways,

ction  
erted  
Co.,

gine,  
party  
all in  
8 T

l for  
nable



ed  
s.